

COMMERCIAL CAR JOURNAL

OCTOBER 1960

CONSTRUCTION SECTION

follows page 112

CCJ

THE MAGAZINE OF FLEET MANAGEMENT

A CHILTON PUBLICATION

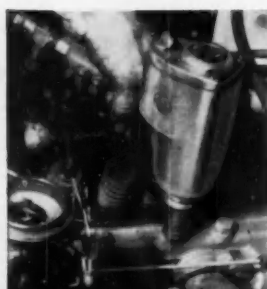
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**TRUCKS
CARS**

page 102

How to profit from
TROUBLE-FREE MILES

page 92



CP-740 "Turk-Shot" Air-Wrench. $\frac{1}{2}$ " square drive, $\frac{1}{2}$ " ball size.



CP-774 "Thunder" Electric Impact Wrench. $\frac{1}{2}$ " drive, $\frac{1}{2}$ " ball size.



CP-713 Bead Breaker. Works frozen castings loose fast.



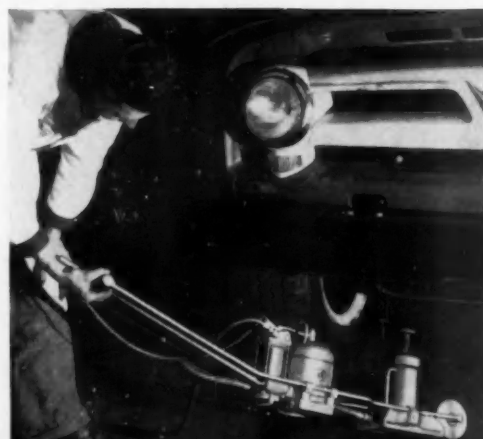
CP-760 "Banged Bolt" Air-Wrench. Drive with LOK-ON Angle Drive, $\frac{1}{2}$ " drive, $\frac{1}{2}$ " ball size.



CP-774 "Thunder" Electric Impact Wrench. $\frac{1}{2}$ " drive, $\frac{1}{2}$ " ball size.



CP-770 "Twin Hammer" Air-Wrench. $\frac{1}{2}$ " square drive, and $\frac{1}{4}$ " ball size.



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CP-714 Zip-Gun only. shears, punches, drives, rips, rps. Weighs only $\frac{1}{2}$ lb. Smooth stroke, power plus.

TIME and TALENT are your most important assets...


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"The tops in tools" and skilled mechanics provide the time and talent to keep profits high — costs down. Equip your mechanics with CP Air and Electric Tools and work output and quality are bound to increase. Insist on CP . . . quality power tools attract the best mechanics. Call your jobber and have him arrange a demonstration in your own shop TODAY!

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AIR AND ELECTRIC IMPACT WRENCHES • BEAD BREAKERS • ZIP-GUNS • PNEU-DRAULIC TRUCK JACKS AND PUMPS

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"OUR AVERAGE RING MILEAGE IS NOW UP TO 291,302 . . ."

"We rebuild our engines only with Pedrick Rings," states Mr. Vernon F. Evers, Maintenance Superintendent, United Shipping Co. and Red Truck Line, Inc., of Minneapolis, Minn., who operate over 400 units, including 100 heavy-duty tractor-trucks in interstate hauling between Minneapolis, Fargo and Chicago. "On our diesel engine overhauls, we use the ring that assures us trouble-free ring mileage and low oil consumption for more than 200,000 miles between overhauls. Our average now is up to 291,302 miles on a set of rings. In



Vernon F. Evers, Maintenance Superintendent, United Shipping Co. and Red Truck Line, Inc., 2601 Broadway Rd., N. E., Minneapolis, Minn.

view of this, we feel that Pedrick is the ring to do the job."

It does not matter what kind of vehicles are in your fleet, nor what kind of service—Pedrick Formflex Chrome Ring Sets are *all-purpose*. If you want the *best* in oil and fuel economy, power, dependability and long life from your piston rings, then always use Pedrick Formflex.

DEPEND ON

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FOR THE BEST RING JOB

WILKENING MANUFACTURING CO., Philadelphia 42, Pa. IN CANADA, Wilkening Manufacturing Co. (Canada) Ltd., Toronto 2

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for 1961

Really hot one for '61, we think, is CCJ's "Little Mo II". Here Editor Rawson swaps check for keys with Harvester's Wynn Peterson, while Technical Editor — and project director — Ed Shea looks on. Full details to come later.



in trucks

The trucks you'll see at the Auto Show 102

Although the trend is away from annual model changes, there's plenty that's new when it comes to trucks

From Chevrolet—Corvair compact trucks . . . 105

Sports wagon, panel, two pick-ups are on 95-in. wheelbase

From Dodge—the Dart compact pickup . . . 106

Among other '61 changes: Alternators across-the-board

From Ford—Econoline compact trucks 107

Station bus, van and pickup are all on 90-in. wheelbase

From Volkswagen—A boost in horsepower . . . 108

Improved, 40-hp engine is offered on seven basic models

in cars for fleets

More makes, more cars, more body styles .113

You have lots to choose from. There are more new compacts, lots of station wagons. It's like a supermarket.

American Motors 114

Checker 114

Chrysler 120

Ford 126

General Motors 130

Studebaker-Packard 114

Plus

Terminal Transport tells how to profit from trouble-free miles 92

This fleet rolled-up 45 million miles with only four major engine overhauls, so CCJ's Mobile Editorial Team asked "How?" The answer, in a nutshell: "Trade before overhaul, make your PM best there is"

Simpson Redwood's trucks go 22 hours a day—Safely 99

Twice a day, 15 min at a time, they go through the safety lane where drivers join mechanics for the check

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OCTOBER 1960

VOL. 100 NO. 2

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COMMERCIAL CAR JOURNAL, October, 1960

In less time than it takes to read this sentence, the driver of a stalled truck, car or bus can ignite and show a Kilgore Safety Flare!

LIFE-SAVING LIGHT DEPENDABLE KILGORE FLARES

In all kinds of weather, when lights fail or visibility is limited, your vehicles are safe. Kilgore Flares placed ahead, beside and behind a stalled truck provide bright danger warnings ■ stand guard against highway hazards. Kilgore Automotive and Truck Flares ignite instantly. Candle power substantially exceeds minimum requirements. Made with plastic plug base for greater rigidity. Available with spikes, without spikes, with wire stands and with wood handles in many sizes for trucks and cars.

LONGER EVEN BURNING BETTER PERFORMING QUICKER STARTING

Safety Red Flares for highway night-time emergencies. See your dealer or write International Flare Signal Div.

Kilgore, INC. Westerville 2, Ohio

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ROILINE

V8 for FAST TRANSPORT

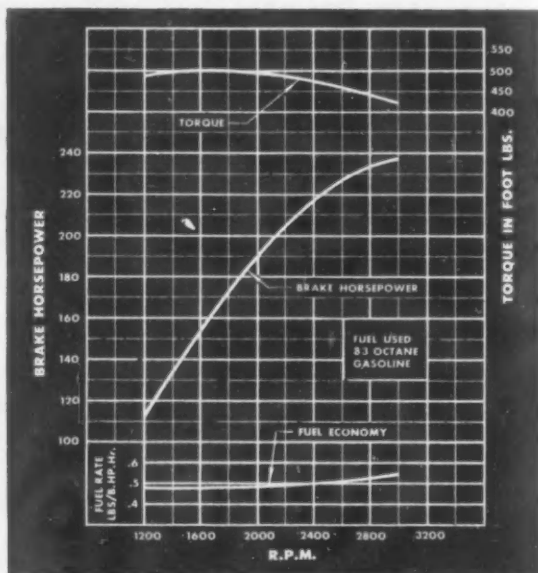


Model H570

ADVANCED V-8 DESIGN
238 MAXIMUM HP.
570 CU. IN. DISPL.
QUICK ACCELERATION
GOOD FUEL ECONOMY
LOW MAINTENANCE COST

THE ROILINE H570 is a compact, high compression, overhead valve engine with the added advantages of extra speed and power. Designed to give plenty of pick-up for passing on the open highway, this flexible V-8 power package has the reserve for hill climbing, too. The short stroke design of this engine means slower piston speeds, with a consequent reduction in engine friction, even at high engine speeds. The box-like construction of the crankcase adds extra rigidity and bearing support to the crankshaft. The sturdy forged-steel crankshaft is short, due to V-8 compactness, with large diameter, wide surface bearing areas. The result is smooth operation with the least amount of vibration. Water cooled exhaust manifolds are standard on all H570 models. The combination of V-8 design, sturdy, compact construction, and quick acceleration makes the ROILINE H570 engine a top performer for fast transport power.

467



Performance of H570 engine without accessories. Continuous full load should not exceed 80%; intermittent, 90% of hp shown. Ratings conform to I.C.E.I. standards. Governors set for 2850 rpm idle and 2600 rpm full load. Consult Waukesha Motor Company for speeds for your service.

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Do You Know Your Drivers Well Enough?

THREE MONTHS AGO on this page we had a look at the truck accident problems on the New Jersey Turnpike. Now the scene shifts to Pennsylvania where Governor Lawrence and Police Commissioner McCartney have announced an all-out crack-down on speeding.

The plan includes uniformed and non-uniformed troopers in marked and unmarked cars, even in pickup trucks. The campaign is on right now. The word is out that John Law will be tough, especially with truckers.

The announcement came just as the Pennsylvania Motor Truck Assn. was holding its Fall Meeting late last month. A resolution was promptly passed endorsing the Governor's program and pledging full support from the association. It was only natural that they took a dim view of the special emphasis on trucks.

What's behind it all? A growing awareness—especially in five key eastern states—that speeding is a major killer. Whether it causes accidents or not will probably always be a conjecture. But there is no question that it increases the severity of accidents. There have been some dillies around these parts.

Who's guilty? Probably a little of all of us. It's mighty easy to blame the other guy, or to lay the whole problem on the doorstep of the gypsy. But "gypsies" include an interesting group.

After hearing discussions at PMTA, Managing Editor Ernie Forest did some interesting

research. According to ICC records for 1957, slightly more than half of the 537 Class I carriers of general freight leased an appreciable amount of their powered equipment. Of 59,567 power units in intercity service, 5190 . . . about 9 per cent . . . were rented *with driver*. And this percentage usually runs higher among specialized carriers.

So it could be said that approximately one out of 10 drivers, even among Class I carriers, are technically "gypsies." Sure you can argue that definition. But I doubt that many will argue the point that most of you have less control over the leased driver than you do over your own driver. Unless, of course, you make a special effort to reach him. It can be done, and we have some wonderful records to prove it.

But it just stands to reason that when you pay your own driver a fixed amount for a fixed run within a fixed and usually liberal time limit, he's going to do the job and do it well.

When you "buy" the job from an independent, you often find him out to make the most runs . . . and the most dollars . . . that he can. The situation gets sticky. Right or wrong, Mr. McCartney made the accusation that "in this way trucking firms maintain their respectable 'front'."

That's how things stand "back East" as of now. Whatever else you do, remember that loss of license is a powerful weapon and the states around here have some nice, juicy reciprocal agreements.

Bart Rawson
Editor

INTERNATIONAL Model BC-1895 Special features weight savings of 850 lbs., and heavy-duty components for flexibility that meets all performance demands. Famous INTERNATIONAL 345-cu. in. V-8 engine develops 197 hp. GCW rating, 55,000 lbs.



In a class by itself...

The INTERNATIONAL model BC-1895 Special is custom-tailored for medium range, medium load work and meets the geographical and physical demands of any area—without modifying “specs”!

It's light in weight but all business, with heavy-duty springs, brakes, front axle and new IH induction-hardened rear axle. Bumper-to-back-of-cab dimension measures only 90-in., to accommodate a 40-ft. trailer within 50-ft. overall length. And true-truck V-8 power that's matched to loads, roads and working range provides top performance with proven economy and durability.

You'll find that this INTERNATIONAL model is engineered and priced right to fit your operation, exactly. See your INTERNATIONAL Dealer or Branch for full details.

INTERNATIONAL® TRUCKS WORLD'S MOST COMPLETE LINE 

INTERNATIONAL HARVESTER COMPANY, CHICAGO • Motor Trucks • Crawler Tractors • Construction Equipment • McCormick® Farm Equipment and Farmall® Tractors

Better products, *faster*, from your Federal-Mogul jobber:



It's good sense...and good service practice ...to replace engine bearings in sets



To put back that take-it-and-go power the original builder designed into the engine, it's just good practice to replace the whole engine bearing set at overhaul time.

Top performance cannot be expected with any "half-way" compromise . . . and the latter can be costly. It is so important to have *all* of the bearings fit perfectly for the exact oil flow and "throw-off" to insure perfect balance in engine lubrication and performance.

Experienced engine mechanics insist on this sensible practice and most of them rely upon Federal-Mogul . . . the bearings in the red boxes. Your nearby jobber has complete stocks—and can give you fast service. No wonder engine shops and fleet owners prefer Federal-Mogul 2 to 1!

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Replacing Cummins Injector Gaskets

1960 Ford Transmatic Drive

Underinflated Tires Cost Money

Oxy-Acetylene System Safety Check

Frequent Cause of Piston Failure

Falcon Revises Tire Pressure Specs

Dodge Rocker Shaft Installation

Allison Speedometer Shafts

Chrysler Rear-Brake Assemblies

Studebaker Fast-Idle Adjustment

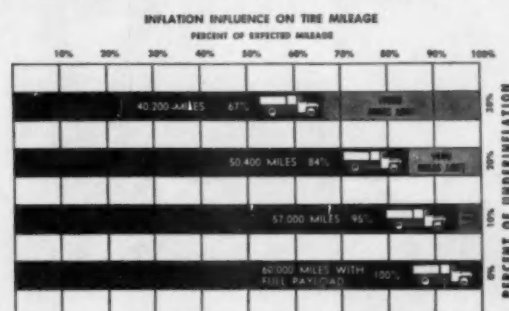


**TIMELY NOTES ON TRUCK, BUS, PASSENGER CAR
FLEET MAINTENANCE and OPERATION**
briefed by ED SHEA, Technical Editor

should be made after 1000 miles instead of the previous 2000-mile change. After the first change, intervals should be 24,000 miles in on-highway operation and 10,000 miles in off-highway operation.

Underinflated Tires Cost Money

UNDERINFLATION STEALS tire mileage. Here's how much, according to Goodyear Tire & Rubber Co. They start out with a "for-example" basis that 100 per cent mileage with full payload and proper inflation is 60,000 miles.



If inflation drops 10 per cent below that recommended, you'll lose 3000 tire miles—a 5 per cent loss. If underinflation is 20 per cent below recommended pressure, your tire-mile loss is 16 per cent or 9600 miles. When the inflation is only 70 per cent of that recommended you lose about $\frac{1}{3}$ of your tire miles—around 19,800 miles. Goodyear doesn't say what the loss is beyond 30 per cent underinflation. In a few miles, tires underinflated to this extent could be a total loss.

Oxy-Acetylene System Safety Check

FOR SAFETY and economy in the use of your oxyacetylene equipment, you must guard against leaks. Gas leakage not only wastes oxygen and acetylene, but also creates a serious fire hazard. Therefore, you should make periodic checks of all connections. *Linde Tips* suggests the following procedures for testing oxygen and acetylene systems:

1. Before testing for leaks in the oxygen system, close the acetylene-cylinder valve and turn

(TURN TO PAGE 12, PLEASE)

Replacing Cummins Injector Gaskets

ENGINES can be seriously damaged if lubricating oil becomes diluted with fuel, according to a recent service bulletin from Cummins. It says the dilution is usually caused by use of damaged copper gaskets on the inlet and drain connections at the injector, or by loose connections.

It's best to discard these gaskets each time the inlet and drain connections are removed. They have a tendency to "work-harden" during use, therefore are not likely to provide a satisfactory seal if reused. Replacement of the copper inlet and drain connection gaskets during the life of an engine is far less costly than even one bearing failure due to excessive dilution.

To further prevent fuel from diluting the oil, connections should be tightened with a torque wrench as follows:

1. On all Cummins engines except L Series, tighten connections to 20-25 lb ft.
2. On Cummins L Series engines, tighten connections to 65-70 lb ft.

1960 Ford Transmatic Drive

IMPROVEMENTS IN the 1960 Transmatic Drive transmission permit more mileage between fluid and filter changes for all types of operation. But, on new trucks, the first change

This heavy-duty brake lining wears slowly...and brakes

As a pioneer manufacturer of hydraulic brakes, air brakes, and all essential brake service parts —**WAGNER KNOWS BRAKES** and the qualities required in efficient, safe brake lining.



ONE CALL GETS ALL
your brake service needs from
one source—your Distributor
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LOCKHEED BRAKE PARTS, FLUID, BRAKE LINING and LINED BRAKE SHOES • AIR HORNS • AIR BRAKES • TACHOGRAPHS

withstands braking heat... require fewer adjustments!

Wagner Lockheed **HEAVY-DUTY BRAKE LINING** **warrants use on your toughest jobs**

You'll find that you have less trouble from high braking temperature conditions, and you'll get more mileage per set before replacements are needed, when you use Wagner Lockheed Brake Lining or Blocks. Your costs will be less too!

Turn to Wagner to solve your brake lining problems. Wagner Lockheed has *all* the requirements of good brake lining.

SOME OF THE FEATURES INCLUDE—

(1) IMPROVED FORMULA which results in a lining that withstands today's high braking temperatures... Lining **WEARS SLOWLY**, requires fewer brake adjustments, gives **LONG SERVICE LIFE**. These same formulations are furnished to vehicle manufacturers for original equipment.

(2) DESIRED COEFFICIENT OF FRICTION which causes lining to maintain life-long frictional value.

(3) RELATIVE FREEDOM FROM TENDENCY to SCORE DRUMS... because lining contains no harmful abrasive materials.

(4) NOT UNDULY SENSITIVE TO MOISTURE... functions satisfactorily even under severe operating conditions... **HAS MINIMUM TENDENCY TO SWELL.**

(5) NON-COMPRESSIBLE—wears evenly, causes no offensive odors, and is quiet in operation.

LINE IS COMPLETE. Available in sets, blocks, rolls, slabs, cut segments, and on shoes. Wagner provides more than 100 width and thickness combinations in internal rolls, external rolls, and block segments... over 400 individual sets, and over 350 block sizes.

YOU BENEFIT, too, by purchasing all your brake service needs—Wagner Lockheed Hydraulic Brake Parts, Fluid and Lining—from one dependable source—your nearby Wagner supplier... **ASK for FREE COPY of CATALOG AU-500.**

AND REMEMBER—when ordering air brakes, specify **WAGNER LOCKHEED AIR BRAKES**—the leading system with the rotary air compressor.



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Die-cast aluminum!



Indestructible construction!



Flush mounting!



Brilliant 3 c.p. bulb!



Stainless steel & bronze socket!

It's Arrow's New Model 50F!

Ask your Arrow Jobber for the details
or write to: **ARROW SAFETY DEVICE CO.**
GEORGETOWN, DELAWARE

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DESIGNS WITH THE FLEET IN MIND

ENGINES



Continued from Page 9

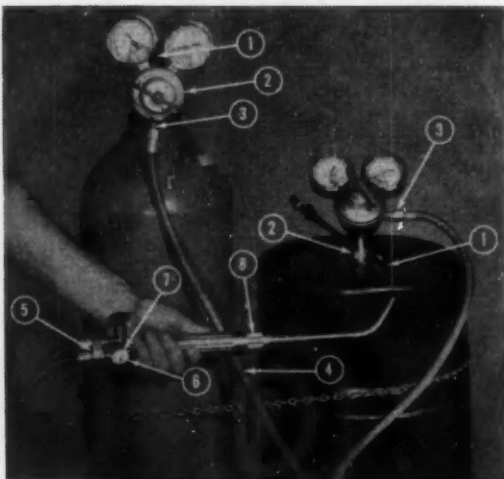
out the acetylene-regulator handwheel or pressure-adjusting screw until it spins freely.

2. Open the acetylene valve on the torch and disconnect the acetylene hose from the torch handle.

3. Close the acetylene valve and open the oxygen valve on the torch. This permits oxygen to flow through the passages.

4. Put the oxygen system under pressure by holding your thumb over the welding tip to retard the oxygen flow.

5. With a clean paint brush, apply grease-free soapy water to the eight points of the oxygen system indicated in the illustration. Formation



of bubbles around any of these areas means a dangerous and costly leak.

Note: Apply the same testing procedure just outlined to test for leaks in the acetylene system.

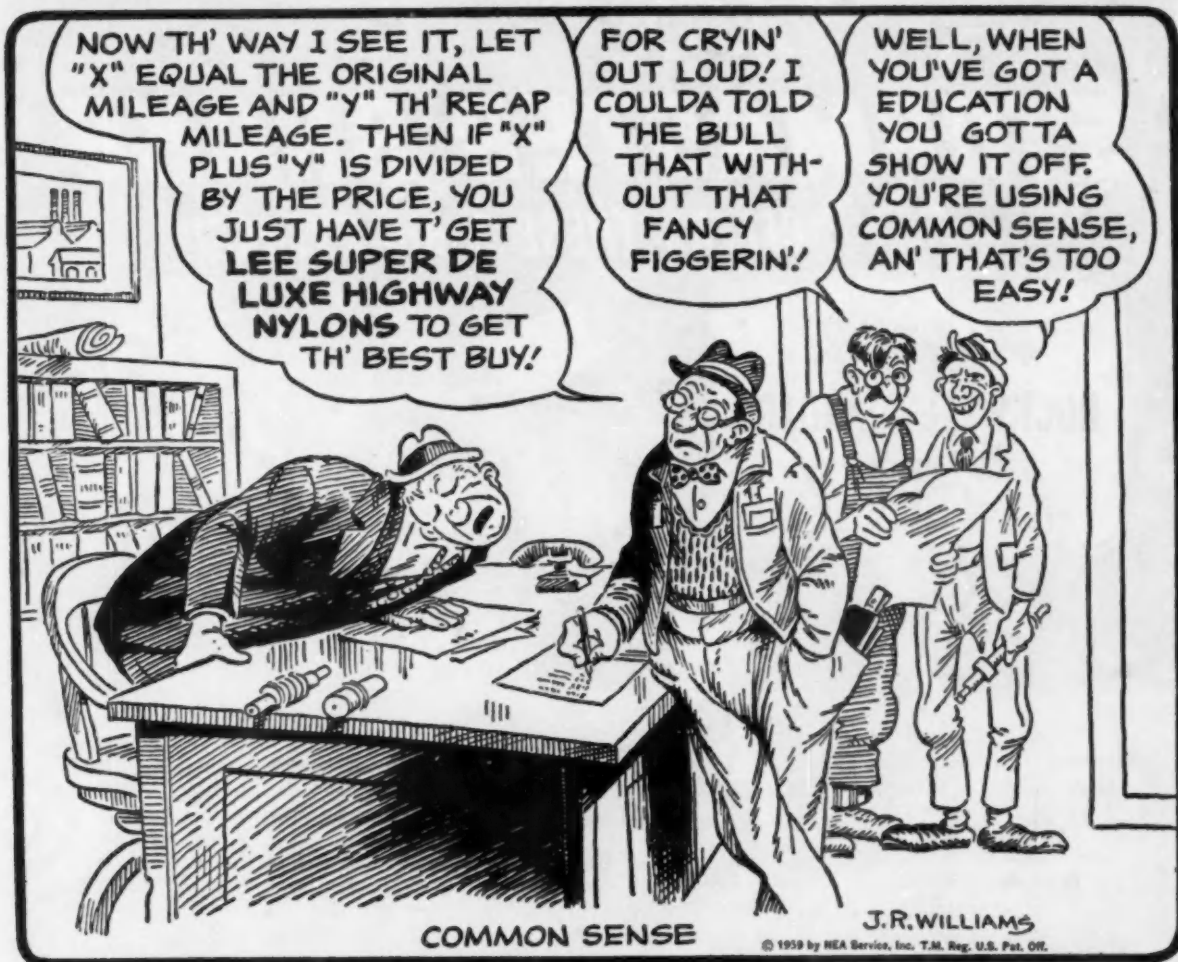
Frequent Cause of Piston Failure

PISTON FAILURES are often caused by detonation ("spark knock") or preignition. Replacing pistons in such cases won't correct the cause, since they were not defective. Faulty engine operation has caused damage to the pistons.

When a piston has been subject to detonation or preignition, its head may be dented as though hit with a hammer. The head may even be pitted, eroded or, in severe cases, burned-through completely.

In normal engine combustion, correct spark timing and proper fuel mixture permit the spark

(TURN TO PAGE 16, PLEASE)



TOTAL MILEAGE INCREASED BY BONUS RECAPS

Total cost-per-mile decreased with Lee Super DeLuxe Highway Nylons

If you keep accurate cost figures on tire mileage, as most smart operators do, you can easily prove to your own satisfaction that you can't beat Lee Nylons. For these rugged tires give you not only maximum original mileage, but their carcass strength is such that you can rely on multiple recaps.

Into these tires Lee puts the toughest cord known—Super-Tensile Nylon, produced by an exclusive Lee process. Users tell us that this tough cord gives them unequaled protection against impact bruises, blowouts and moisture damage.

The natural rubber tread is a special Lee design. It gives the tire extra traction and cooler running on the road. Both these factors add to tire life.

So why not specify Lee Super DeLuxe Highway Nylons, tube or tubeless, for all your units. They give you the greatest assurance of long original mileage and maximum recaps. And when it comes to retreading, you can't do better than to specify Lee Premium Double-Life Tread Rubber, branded for your protection.

Shown is the Lee Super DeLuxe Highway Nylon. Whatever your truck tire needs, there's a Lee that's *right* for the job.

**FREE! Antique Auto
"Coffee Break" Mug**



I would like one of your free gift coffee break mugs and information on Lee Truck Tires.

(Tear out and attach to your letterhead)

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LEE RUBBER & TIRE CORPORATION

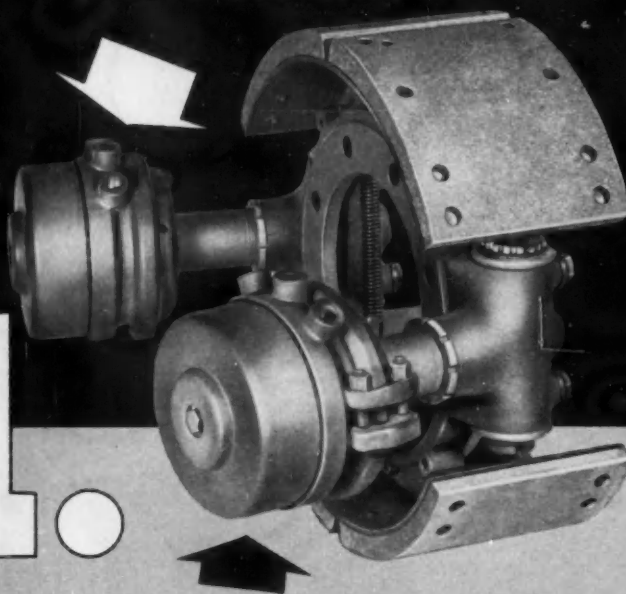


CONSHOHOCKEN, PA.

NEW STOPMASTER BRAKE

OFFERS THESE 3 BIG EXTRAS!

ANOTHER
ROCKWELL-STANDARD
FIRST!



Proven the most advanced
brake design in 30 years . . .

Outstanding improvements, such
as a new balanced shoe actua-
tion principle and 15" diameter,
have made the Stopmaster
Brake the industry's most effi-
cient and dependable brake.
Now Rockwell-Standard also
offers you these three important
extras in the Stopmaster:

"Fail-Safe" Units . . . now available
for air actuated Stopmaster Brakes.

- Prevents runaway vehicles due to loss of air, when in operation or parked.
- Positive mechanical operation . . . can be installed to operate from dash control valve or automatically, or both ways if desired.

• Lightweight and compact . . . no installation problems, no cables or special brackets required.

• Provides mechanical parking brake . . . eliminates need for prop-shaft brake.

• Brakes easily released . . . without air pressure.

2 **Automatic Brake Adjustment** . . . available on
all Stopmaster Brake sizes for trucks, trailers, and
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- Eliminates periodic manual adjustment.
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- Brake maintains proper adjustment during entire lining life.
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3 **Lubrication Eliminated.** All actuating parts
are sealed in lubricant. Standard on all
models.

- Prevents oil-soaked linings due to over lubricating.
- Moving parts last longer.
- Reduces friction.
- Completely sealed unit reduces effect of elements.

Another Product of...

ROCKWELL-STANDARD
CORPORATION



Brake Division, Ashtabula, Ohio



BUTYL INNER TUBES

Insure full tire mileage and less down time!

Installing Butyl inner tubes throughout your fleet will show you quickly that they get you more tire mileage!

That's because they hold air as much as 8 times better than natural rubber...go far to eliminate heat-producing, wear-producing soft tires. Casings stay sound

longer, too—take more retreads.

Truckers find it economical to install a new Butyl tube with every new tire. The increased casing life and extra mileage more than offset the slight extra cost.

Want more information? Contact your supplier or the nearest Enjay office: *Home Office: 15 West*

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*Other Offices: Akron • Boston
Charlotte • Chicago • Detroit
Houston • Los Angeles • New
Orleans • Plainfield, N.J. • Tulsa*

EXCITING NEW PRODUCTS THROUGH PETRO-CHEMISTRY

ENJAY CHEMICAL COMPANY

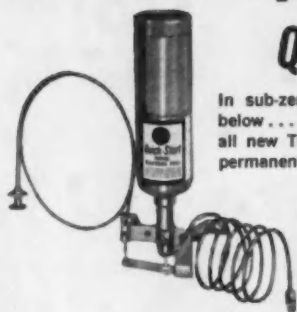
A DIVISION OF HUMBLE OIL & REFINING COMPANY



Turner starts

cold diesels **FAST** with

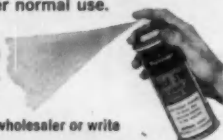
Quick-Start



In sub-zero weather... as low as 65° below... diesels start instantly with the all new Turner QUICK-START. A simple, permanent installation assures easy operation by one man from inside the cab. Simply pull out QUICK-START choke... push starter... and the engine responds instantly. Save time, battery and engine wear with QUICK-START.

Three models of QUICK-START are now available for all types of diesel engines. Model LP-1256-1 Measured Shot Double Orifice, Model LP-1256-3 Measured Shot Split Manifold Double Orifice and Model LP-1255 Continuous Shot Double Orifice. The Standard 3" x 10-1/16" tank is disposable and can be replaced quickly and easily. It contains several months of starts under normal use.

QUICK-START also available in handy, low pressure spray can.



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Turner Corporation

851 Park Avenue • Sycamore, Illinois

● More details? Circle 142 on reply card inside back cover

America's No.1 FOUNTAIN BRUSH ...and It's Guaranteed

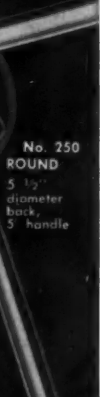


No. 240
OBLONG
11" back,
5" handle

12.45 COMPLETE
Either Style

Replacement heads only \$8.50

100% tynex nylon tufts will not mat or tangle, are securely anchored in waterproof block. Rust-resistant steel back firmly grips block. Lightweight steel handle is zinc plated. Low cost head is easily replaced and is reversible. Mar proof rubber bumper.



No. 250
ROUND
5 1/2" diameter
back,
5" handle

SPEED WASH FOUNTAIN BRUSHES

Milwaukee Dustless Brush Co., 530 N. 22nd St., Milwaukee 3, Wis.

Please ship the following:

QUAN.

240 Oblong Speed Wash

250 Round Speed Wash

Please send additional information and quantity prices

NAME _____

STREET _____

CITY _____

STATE _____

FLEET CARS



Continued from Page 12

to ignite the fuel to produce a flame which travels across the chamber in a smooth-burning process. This process exerts even pressure on the head of the piston to drive it downward.

When detonation or preignition occurs, the fuel is still ignited by the spark. But, the presence of extreme heat or pressure in the chamber results in spontaneous combustion of the unburned fuel mixture. This creates a violent explosion, exerting uneven pressure on the head of the piston and causing a knock as the piston is driven downward. The extreme heat burns the piston head.

When pistons appear to have been damaged in this way, check engine operation carefully for any factors that may cause high operating temperatures. Also check for broken spark-plug porcelain, burned valves or glowing carbon, sharp burrs or heat-retaining edges in the combustion chamber. Be sure the ignition timing is correct. Any of these might cause preignition of unburned fuel mixture in the chamber.

Falcon Revises Tire Pressure Specs

SHOWN HERE in chart form are the latest tire-pressure inflations for 1960 Falcons, as recommended by Ford.

1960 FALCON TIRE PRESSURE SPECIFICATIONS

Model	Load Conditions	Tire Size and Ply Rating	Tire Pressures* (psi)	
			Front	Rear
Car	All Loads	6.00 x 13-4	24	24
		6.50 x 13-4	24	24
Station Wagon	Normal Passenger Loads	6.50 x 13-4	22	26
	Passenger and Cargo Loads	6.50 x 13-4	22	30
	All Loads and Snow Tires	6.50 x 13-4	22	30
Ranchero	All Loads	6.50 x 13-6	24	30
		6.50 x 13-6	24	30

* Cold pressures. For considerable high-speed driving, add 4 to 6 pounds to the recommended cold pressures.

Dodge Rocker Shaft Installation

WHEN INSTALLING the rocker arm assembly on 1959 Dodge cars with 361- or 388-cu in. V-8 engines, be sure you don't install the rocker shaft backwards. Dodge says it must be installed with the 3/16-in. rocker arm lubrication holes pointed downward into the rocker (TURN TO PAGE 20, PLEASE)

WORKSHOP SEMINARS.....

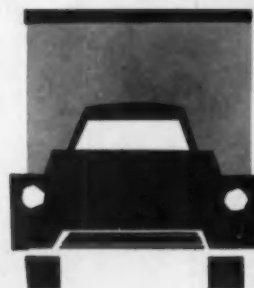
exclusively devoted to the management of fleet maintenance, are an important part of your visit when you attend the Fleet Maintenance Exposition this December.

For the men whose job it is to keep America's fleets rolling, the Seminar sessions, on a give-and-take round-table basis, are the best way to keep up to date on the most modern management methods and techniques. The Workshops will be headed by recognized authorities in their field. And, the entire range of fleet maintenance activities will be covered, from new engine developments to controlled maintenance, with the opportunity to pick up valuable data from the experience of others.

While attending the sessions, it will be extremely worthwhile to visit the Fleet Maintenance Exposition. A floor filled with exhibits of top manufacturers of equipment, parts, supplies and services awaits the executive who wants to talk to factory experts, see competitive new products side by side and make final decisions on the basis of action-packed product demonstrations.

Your attendance will be on-the-job days well-spent. Plan your visit now. Send the attached coupon for complete information and advance registration forms today.

1960 FLEET MAINTENANCE EXPOSITION & WORKSHOP SEMINARS



NEW YORK COLISEUM, DECEMBER 5-8, 1960

Mail to:
Reber-Friel
Exposition Management
Architects' Building
Philadelphia 3, Pennsylvania

Please send me complete information about
the Fleet Maintenance Workshops and Exposition

Name _____
Company Name _____
Title _____
Address _____
City _____ Zone _____ State _____

Sponsored by Private Truck Council of America, Inc.

Exhibit space still available. Contact Reber-Friel

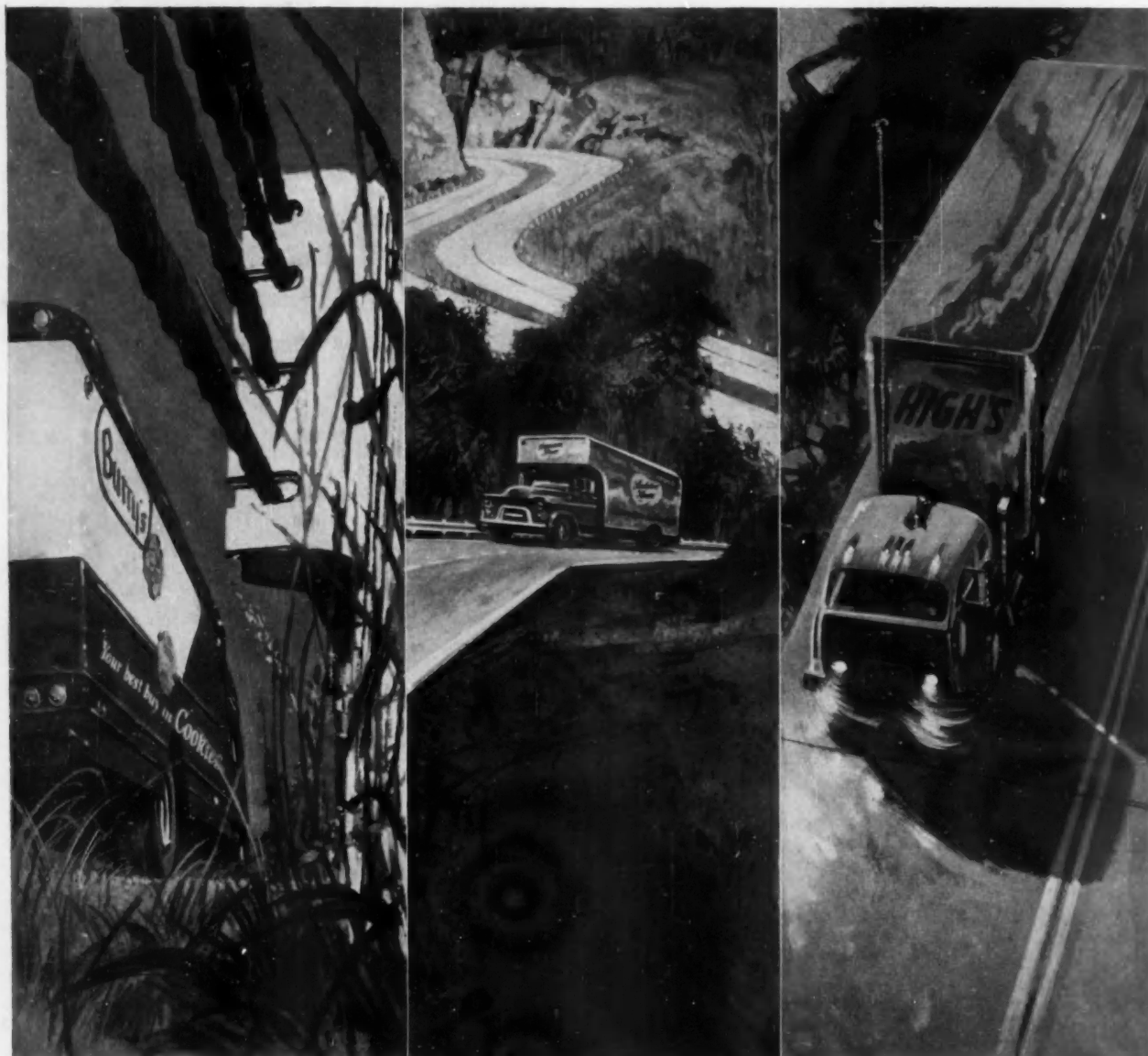


They got a new lease on

Burry Biscuit Corporation: Cross-Ribs reduced vibration, provided much better traction, much greater mileage than previous tires.

Atlantic Furniture Products Company: Conventional-tread tires averaged 40,000 miles; Cross-Ribs 70,000. Full recappability, too.

High's Dairy Products: Tire mileage on grinding 30-mile milk run more than tripled after switch was made to Cross-Ribs.



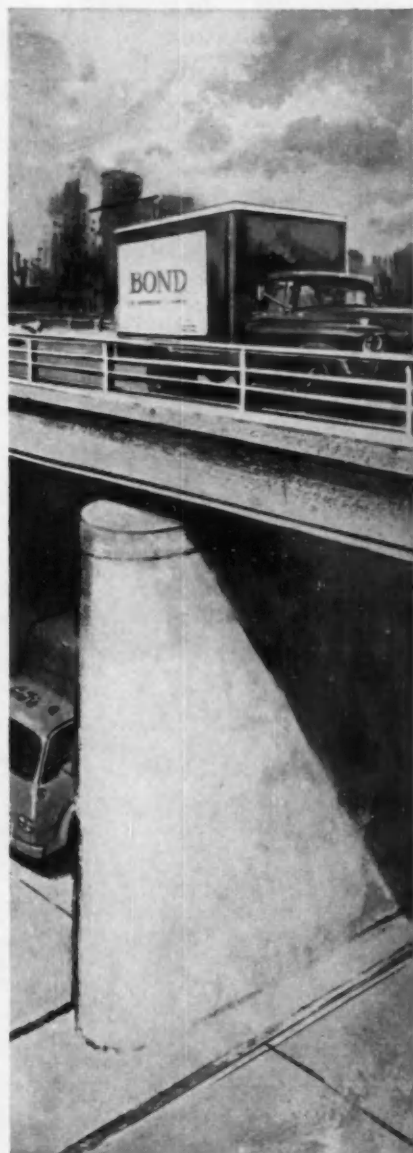
WORLD'S
TOUGHEST TRUCK TIRES BY

GOOD

Hi-Miler - T. M. The Goodyear Tire & Rubber Company, Akron, Ohio

tire life when their trucks went on tough **Cross-Ribs**

Bond Distributing Company: Rolling out the barrels was mighty rough on ordinary tires. Cross-Ribs doubled previous mileage.



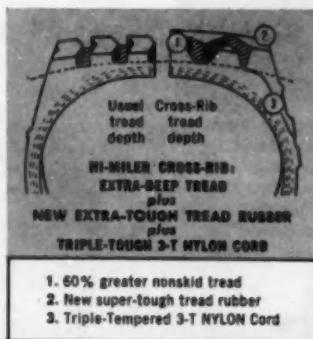
Here you see what four good customers of the Truck Rental Company Inc., Baltimore, say about Hi-Miler Cross-Rib performance under severest operating conditions.

You can count on more of the same from the Goodyear line of truck tires. They're the world's toughest, class by class. Here's why:

Super-Tough Bodies: Built with the newest cords, tempered with Tension, Temperature and Time (Goodyear's famed 3-T Process), for longer life, recaps, too.

Super-Tough Treads: Compounded with the newest rubber plus the latest chemicals (including advance super-toughening agents pioneered by Goodyear) for more original tire mileage than conventional tires.

So you can see why Goodyear truck tires are so tough, thrifty and dependable. What's more, they've got the precision balance required by today's smoother-riding trucks. Buy or specify a set or two of Goodyear tires. That's all the proof you'll need. See your Goodyear dealer or write: Goodyear, Truck Tire Dept., Akron 16, Ohio. Remember — lots of good things come from Goodyear.



 **YEAR**

MORE TONS ARE HAULED ON GOODYEAR TRUCK TIRES THAN ON ANY OTHER KIND

How 3 National Fleets Cut Towing Costs with

WATSON Towmaster

DETACHABLE TRUCK RETRIEVER CRANE



1. **PACIFIC INTERMOUNTAIN EXPRESS** uses the **WATSON TOWMASTER** to retrieve even the heaviest "West Coast" type tractors. Saves on downtime—operator tows out a good tractor and the load is on its way as he returns to the shop with the disabled one. Because **TOWMASTER** fits any tractor fifth wheel, dispatcher can send out any tractor to do the job!



2. **UNITED PARCEL SERVICE** saved \$800.00 in towing costs in just 3 months with a single **WATSON TOWMASTER**!



3. **RYDER TRUCK RENTAL** uses **TOWMASTERS** to exchange trucks and tractors in many of their 35 locations throughout the South-eastern U.S.—as well as for retrieving disabled rigs. One driver with a **TOWMASTER**-equipped tractor can exchange two units at a time at 50% saving in driver cost. Or in case of breakdown of a customer's truck, he can haul out a replacement and retrieve the disabled unit. No need to keep a costly special wrecker on stand-by, or hire expensive towing services!

TOWMASTER Truck Towing Cranes can be attached to or removed from any tractor fifth wheel in 10 minutes or less. "Lift-off" winch makes it an easy one-man job. Has plenty of capacity for all highway breakdowns and most wrecks, too—even 3-axle rigs. Costs less than \$600.00—why pay more? Write for free catalog today. Please address Dept. 18.



**H. S. WATSON
COMPANY**

1316-67th ST., EMERYVILLE 8, CALIF.
1606 LASKEY ROAD, TOLEDO 12, OHIO

TRUCKS



Continued from Page 16

arm. The 15-deg angle of these holes must also point toward the valve end of the rocker arm. If you don't install the rocker shaft this way, you may have too much oil spray and improper valve train lubrication.

Allison Speedometer Shafts

SERVICE LIFE of speedometer drive shaft Model No. 6750576 in Allison Model Nos. 5640 and 5840 transmissions will be longer if it's installed right. Euclid says you'll get maximum life if you install the shaft as follows:

- Break any sharp edges on the drive shaft slot with a suitable stone.
 - Install washer No. 2222651 on drive shaft, then insert washer No. 6768418 into speedometer drive sleeve No. 2043587.
 - Press seal No. 6768417 into the drive sleeve with the lip out. (Note: Position of this seal determines drive shaft end play. Seal must be .035-.065 in. below flush.
 - Insert slotted end of drive shaft into sleeve assembly. Put a new gasket on the sleeve and install the shaft and sleeve assembly into the rear bearing retainer. Bolt sleeve assembly to
- (TURN TO PAGE 24, PLEASE)



"I did not kick it—I poked it with my index finger—hangnail."



"We couldn't have purchased a more efficient or economical fleet if it had been custom engineered to our specific needs!"

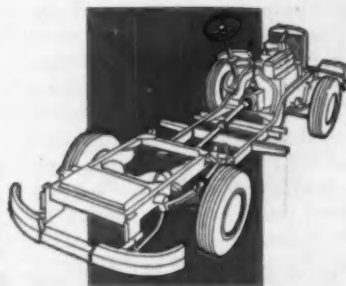
Those are the words of Mr. Joel Green, president of Fluff 'n Puff Pillow Service, a fast-growing national franchise operation that turned to DIVCO for the answer to their multi-stop delivery problem. Mr. Green has underscored the complete sincerity of his statement by ordering an additional fifty DIVCO DIVIDENDS to augment his present fleet of 65.

Fact of the matter is, DIVCO trucks are custom engineered for specific multi-stop delivery needs. Sound basis for all 31 models is the rugged, dependable DIVCO chassis that thrives on stop-and-go operation. No converted passenger car engine or over-the-highway truck power plant, DIVCO engines are built to idle without overheating, they take the constant kick of start and stop and do all this on a minimum of non-premium fuel. DIVCO's long service life (4 out of 5 DIVCOS ever built are still licensed and in service) is a big bonus benefit that further slashes operating costs.

See you at the DAIRY INDUSTRIES EXPOSITION, Chicago, Illinois, Oct. 31st to Nov. 5th. Booth C-254



How much "too much" is your present fleet costing you over what DIVCOS could do it for? We have facts and figures that will interest you. Write today—or contact your DIVCO Dealer.



The famous DIVCO Chassis

is specially engineered and built for multi-stop operation. Rugged strength and long life is assured by oversized component parts and finest quality materials. Dozens of exclusive DIVCO utility features make for best driver convenience and ease of operation.

DW DIVCO WAYNE CORPORATION

DIVCO TRUCK DIVISION • 22000 Hoover Road • Detroit 5, Michigan

ENGINEER'S FIELD REPORT



RPM DELO Special Oil protects so well... trucks work 25% longer before overhaul

Wagner Transportation Co., Twin Falls, Idaho, used to schedule engine overhauls for its over-the-road diesel tractors at 200,000 miles. After changing to RPM DELO Special Oil, however, engines dismantled at this interval showed so little wear . . . were in such good condition throughout . . . that overhaul period was extended to 250,000 miles.

"RPM DELO Special Oil does the best job of any oil we've ever used," says Wagner's Master Mechanic, Ike Rile.

"We've used it since 1952 . . . have yet to find a stuck ring. It holds down engine wear, eliminates sludge and varnish . . . oil consumption is moderate, too! We've tried competitive oils but in our opinion there's no comparison."

Hauling livestock, produce and general freight, Wagner Transportation Co. rigs operate throughout the West in every sort of temperature extreme . . . travel close to 2½ million miles per year. Present fleet includes 10 Whites and 10 Kenworths.

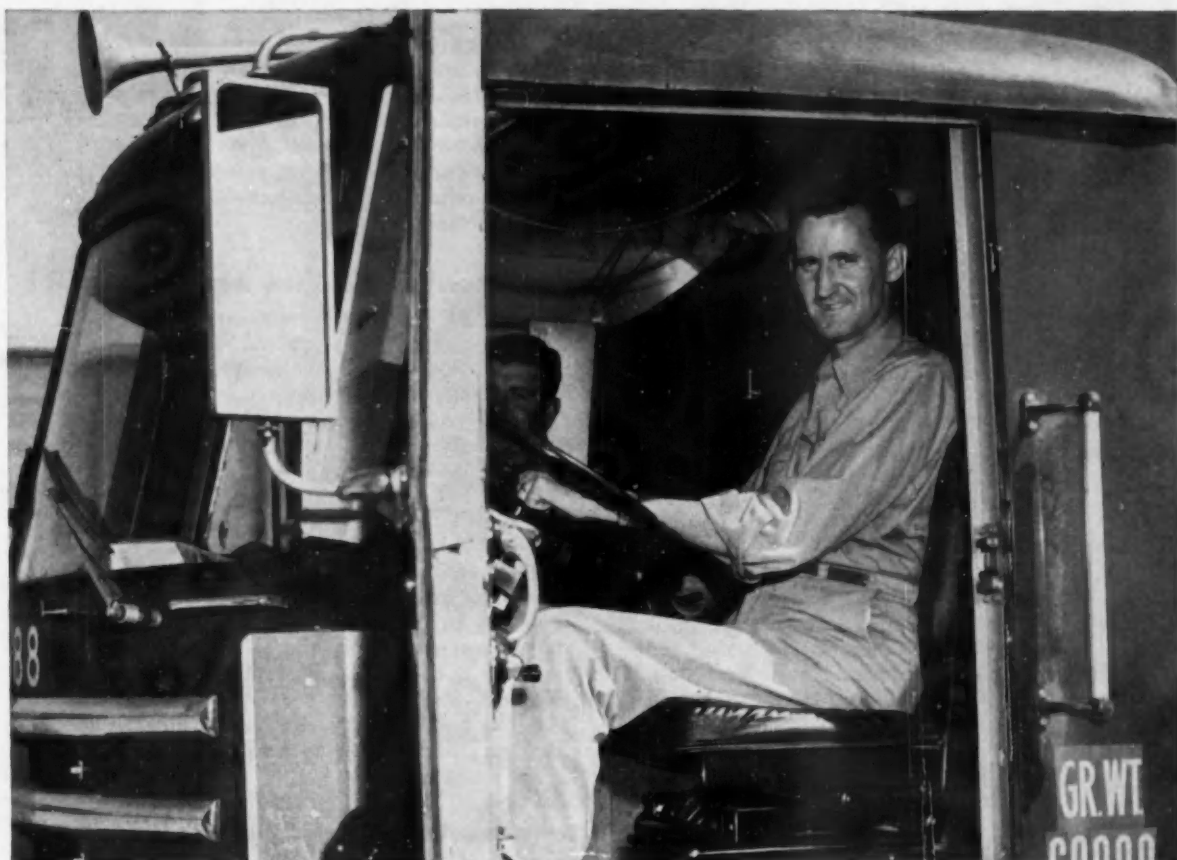
RPM DELO OIL reduces wear and prolongs engine life because it clings to parts whether the engine is running or idle . . . hot or cold. Piston rings stay free because an anti-oxidant fights gum and lacquer formation and a special detergent keeps parts clean. Other additives prevent corrosion of bearing metal and crankcase foaming.

Why not try RPM DELO Oil? Chances are it can cut your costs, lengthen equipment life. Just call your local representative or write any company listed below:



STANDARD OIL COMPANY OF CALIFORNIA, San Francisco 20 • STANDARD OIL COMPANY OF TEXAS, El Paso
THE CALIFORNIA COMPANY, Denver, Colorado

TRADEMARKS "RPM DELO" AND CHEVRON DESIGN REG. U.S. PAT. OFF.



THIS IS RIDING that erases the cost of driver fatigue

With Bostrom's new Viking T-BAR® Suspension Seat you control the major causes of driver fatigue: constant vibration, road shock, back scrub, poor posture seating.

The new Bostrom torsion-bar suspension system thoroughly soaks up these fatigue-causing factors.

Severe shocks caused by extra rough roads are automatically dampened by a new built-in, double-acting shock absorber in the Viking seat.

New contour back and seat cushions give drivers a correct, comfortable position to further eliminate fatigue.

As a result, costs *must* go down. You increase drivers' productive time. You add to their well-being . . . reduce time off and driver turnover. You gain driver appreciation of the company and equipment. All this produces better driver efficiency, lower costs.

*Trade-Mark



Bostrom's new Viking T-BAR Suspension Seat is available for replacement in older trucks, and in new trucks. See your parts distributor or truck dealer.

BOSTROM 25

IN OUR 25TH YEAR

BOSTROM CORPORATION

133 West Oregon Street • Milwaukee 4, Wisconsin

FLEET CARS



Continued from Page 20

retainer with two bolts (No. 179817) and two lockwashers (No. 103320).

● Insert small screwdriver in drive shaft slot and rotate shaft back and forth. If you can feel backlash, it's OK. If you can't feel backlash, loosen the bolts a little and move sleeve from side to side 'til you feel backlash, then tighten the bolts.

Chrysler Rear-Brake Assemblies

RAYBESTOS passes on tips on causes they've found for brake howl and chatter in 1956-1960 Chrysler products.

When checking these noises, they've found brake-shoe hold-down spring guides missing in the rear-brake assemblies. These guides must be used.

They've also found brake-shoe-return springs improperly installed on these brakes. The

springs have been installed through the hole in the shoe web instead of through the loop in the brake-shoe rim.

Both these items must be carefully checked to assure noise-free brakes.

Conclusion: When doing any brake work, be sure to reinstall all parts according to maker's specifications.

Studebaker Fast-Idle Adjustment

TWO METHODS are recommended by Studebaker for making the carburetor fast-idle adjustment on its V-8 models equipped with two-barrel Stromberg carburetor.

With carburetor removed, close the choke 'til the highest part of the high-idle cam contacts the fast-idle screw. Adjust the fast-idle screw to permit a .025-in. wire gage to pass between the throttle valve and the throttle body on the idle-port side.

With carburetor in place, use this alternate method of making the adjustment: Start the engine and run it 'til it reaches normal operating temperature. Back-out the fast-idle screw until it clears the fast-idle cam. Adjust engine-speed idle to 550 rpm. Now, turn fast-idle adjusting screw in until the set screw just touches the low step on the fast-idle cam. Then back-up the screw a half turn.



BIG BUY IN AIR WRENCHES

Test the SIOUX Air Impact Wrench against any other before you buy. In each price range SIOUX delivers more torque per dollar—up to 25% more, while consuming 30% less air! Call your nearest SIOUX distributor for a demonstration!

ALBERTSON & CO., INC. • SIOUX CITY, IOWA, U.S.A.

● More details? Circle 216 on reply card inside back cover

ALL WATER PUMPS ARE NOT ALIKE



... they may look the same,
but
when put to actual test,
there is a
BIG DIFFERENCE
Always Supply a
NEW
WOHLERT WATER PUMP



WOHLERT

SELL THE BEST ... SELL WOHLERT

Wohlert

Corporation

LANSING 5 MICHIGAN

● More details? Circle 217 on reply card inside back cover



RIKER Mufflers

stand out from the crowd

They're not just overgrown passenger car mufflers. For over 25 years they've been engineered and built to give long, heavy duty Truck and Bus service with a maximum of power from a minimum of fuel with far less frequent overhauls or Muffler replacements.

Ask for your copy of 24-page Booklet and Condensed Catalog and you'll understand why RIKER Mufflers stand out from the crowd.

RIKER MANUFACTURING, INC.,
4901 STICKNEY AVE., TOLEDO 12, OHIO

NEW-FROM AMOCO

SPECIAL TRUCKERS' CREDIT CARDS


*... and all the advantages
of centralized, once-a-month
billing!*

Amoco saves you time and money with this new Credit Card System. It's designed exclusively for truckers—and installed throughout the Maine to Texas network of Amoco Truck-Stops.

Special credit cards are available for each driver. They automatically print your account number, driver identification and truck stop location on each sales ticket... provide you with regular, accurate reports of expenditures.

Send for this free Amoco Truck Stop Directory and full facts on Amoco's new Credit Card System.



TRUCK STOP CREDIT CARD 

AMOCO **AMOCO** **American Oil Company**

GOOD ONLY AT TRUCK STOP STATIONS

SIGN IN
INK HERE → John Doe

NOT VALID UNLESS SIGNED BY INDIVIDUAL AUTHORIZED BY CUSTOMER WHOSE NAME IS SHOWN BELOW

4 6 8 0 0 0 0 0 0

JOHN DOE TRUCKING CO.
1234 MAIN STREET
ANYWHERE U.S.A.

GOOD THROUGH
I MONTH
6X YEAR

Card remains property of American Oil Co. and may be cancelled and reissued at any time.



AMOCO TRUCK STOP DEPARTMENT AMERICAN OIL COMPANY

555 Fifth Ave., New York 17, N. Y.

Please send immediately the new Truck Stop Map-Directory, Credit Card application and facts on your Credit Card system.

Company name _____

My name _____

Address _____

City _____ Zone _____ State _____

SAVES YOU TIME AND MONEY

- * Provides complete, itemized purchase reports.
- * Makes for easier, more accurate record keeping.
- * Eliminates confusion... speeds data processing.

● More details? Circle 151 on reply card inside back cover

A NEW **AC** PRODUCT DESIGNED



IN THIS DAY of sweeping turnpikes, broad super-highways and circular cloverleaf turns—most trucking schedules must still allow for time-consuming "stop-and-go" driving situations.



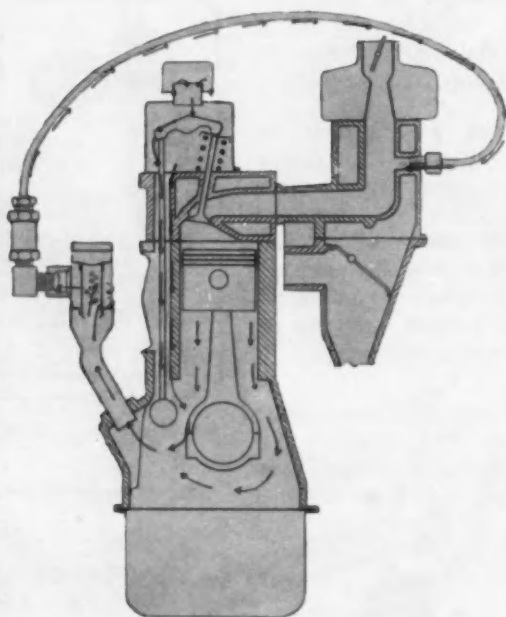
THE MAJORITY of today's fleet vehicles are driven at the slow speeds demanded by heavy city traffic. Also, motors are left idling many times during the day while traffic lights change, during loading and unloading operations and while deliveries are being completed.



THESE TYPES of driving situations can cause a continuous build-up of engine-damaging sludge. Sludge accumulation is directly responsible for reduced engine power, performance and operating economy.

EXTRA ENGINE PROTECTION THAT PAYS FOR ITSELF!

NOW—an important engine sludge breakthrough is achieved with the development of the AC Positive Crankcase Ventilation Kit—a product designed to give all fleet owners and operators better engine protection and greater operating economy.



THE AC POSITIVE CRANKCASE VENTILATION KIT solves the problem of engine sludge build-up by providing positive crankcase ventilation at all driving speeds and under all operating conditions. It does this by maintaining a constant, vacuum-induced flow of all crankcase gases back into the intake manifold to be burned—thus achieving more complete fuel combustion for continued cost-per-mile savings.

FOR COST-PER-MILE SAVINGS!

AC Announces The Positive Crankcase Ventilation Kit

POSITIVE PROTECTION AGAINST ENGINE SLUDGE BUILD-UP!

During the operation of today's modern cars and trucks, a certain amount of fuel fumes pass by the piston rings and into the crankcase. These fumes are the result of an action known as "blow-by." They consist of unburned hydrocarbons and, if allowed to condense, form power-robbing engine sludge and damaging engine acids.

It is essential to engine efficiency to have a means of removing these "blow-by" fumes from the crankcase. The present method

removes them through the road draft tube. However, to do so effectively requires the vehicle to be continuously in motion at speeds over 20 miles per hour.

At speeds under 20 miles per hour—and during all motor idling—road draft tube ventilation is inadequate. When "blow-by" fumes are not removed from the engine, they condense—cause oil dilution—form sludge—and reduce engine power, performance and miles-to-the-gallon economy.

PUT PCV* BENEFITS TO WORK FOR YOUR FLEET!

The principle of the AC Positive Crankcase Ventilation Kit is already well known to many owners and operators of delivery trucks and taxicab fleets. They've been enjoying the rewards of sludge-free operation for some time. That same extra engine protection that pays for itself is now available for your fleet—providing these three important benefits:

1. RETARDS ENGINE SLUDGE!

Retards engine sludge build-up—acknowledged by engineers to be a leading cause of lost engine power, performance and economy.

2. GIVES GREATER ECONOMY!

Prevents the escape of unburned fuel by maintaining a constant, vacuum-induced

flow of this fuel back to the intake system for re-use and resulting cost-per-mile savings.

3. REDUCES HYDROCARBON EMISSION!

Prevents excessive unburned hydrocarbon emission into the surrounding atmosphere—considered to be a contributor to air pollution.

The AC Positive Crankcase Ventilation Kit is another thoroughly tested and performance-proved product from AC—producer of power for the trucking industry. AC PCV* Kits are ready for immediate low-cost installation on most popular passenger car and truck makes and models. Call your AC Fleet Representative today for complete information—or write to: Director of Fleet and Industrial Sales, AC Spark Plug Division, Flint, Michigan.

*Positive Crankcase Ventilation



SPARK PLUG



THE ELECTRONICS DIVISION OF GENERAL MOTORS



OCTOBER

- 15—American Society of Safety Engineers, Annual Meeting, Conrad Hilton Hotel Chicago.
- 15-23—National Automobile Show, Automobile Manufacturers Assn., Cobo Hall, Detroit.
- 16-19—Southwest Warehouse and Transfermen's Assn., Annual Convention, Western Skies Hotel, Albuquerque, N. M.
- 16-21—American Trucking Assns., Annual Convention, Waldorf-Astoria Hotel, New York City.
- 17-18—Private Carrier Conference, American Trucking Assns., Annual Meeting, Waldorf-Astoria Hotel, New York City.
- 17-19—National Assn. of Taxicab Owners, Annual Convention, Atlanta - Biltmore Hotel, Atlanta, Ga.
- 17-21—National Safety Council Annual Meeting and National Safety Congress, La Salle Hotel, Chicago.
- 18-19—Nebraska Petroleum Marketers, Annual Convention, Sheraton-Fontenelle Hotel, Omaha, Neb.
- 20—Associated General Contractors of Delaware, Annual Building Day, Hotel duPont, Wilmington, Del.
- 23-25—National Assn. of Motor Bus Owners, Annual Convention, Boca Raton Hotel & Club, Boca Raton, Fla.
- 23-26—North American Gasoline Tax Conference, Annual Meeting, La Salle Hotel, Chicago.
- 24-26—Truck Body & Equipment Assn., Annual Convention and Equipment Show, Sherman Hotel, Chicago.
- 25-27—Ohio Trucking Assn. & Pennsylvania Motor Truck Assn., Fall Safety Forum, Fort Bedford Inn, Bedford, Pa.
- 25-27—National Transportation Meeting, Society of Automotive Engineers, Hotel Leamington, Minneapolis, Minn.
- 26—New England Motor Carrier Freight Claims Conference, Fall Meeting, Somerset Hotel, Boston, Mass.
- 30-Nov. 2—American Taxicab Assn., Annual Convention & Taxicab Show, Conrad Hilton Hotel, Chicago.
- 31-Nov. 2—National Diesel Engine Meeting, Society of Automotive Engineers, Hotel Cleveland, Cleveland, Ohio.
- 31-Nov. 5—Dairy Industries Supply Assn., Exposition, International Amphitheater, Chicago.

NOVEMBER

- 3-4—Arkansas Bus & Truck Assn., Annual Convention, Lafayette Hotel, Little Rock, Ark.
- 3-4—National Fuels & Lubricants Meeting, Society of Automotive Engineers, Mayo Hotel, Tulsa, Okla.
- 4-5—West Virginia Motor Truck Assn., Annual Convention, Oglebay Park Hotel, Wheeling, W. Va.
- 7-8—Texas Motor Bus Assn., Annual Convention, Driskill Hotel, Austin, Texas.

- 8-10—Materials Handling Institute, Central States Show, Kentucky Fair & Exposition Center, Louisville, Ky.
- 9-11—Associated General Contractors of North Carolina, Annual Convention, Boca Raton Hotel, Boca Raton, Fla.
- 10-13—Midwestern Automotive Fair, St. Louis Arena, St. Louis, Mo.
- 13-15—Virginia Passenger Bus Assn., Annual Convention, Cavalier Hotel, Virginia Beach, Va.
- 14-16—American Petroleum Institute, Annual Meeting, Conrad Hilton Hotel, Chicago.
- 17-18—National Industrial Traffic League, Annual Meeting, Commodore Hotel, New York City.
- 20-23—National Defense Transportation Assn., Annual Meeting, Hotel Roosevelt, New Orleans, La.
- 27—American Assn. of State Highway Officials, Annual Meeting, Sheraton-Cadillac Hotel, Detroit.

MAJOR ACTIVITIES EARLY IN 1961

JANUARY

- 9-13—International Congress & Exposition of Automotive Engineering, Society of Automotive Engineers, Cobo Hall, Detroit.
- 29-Feb. 1—Truck-Trailer Manufacturers Assn., Annual Convention, Hollywood Beach Hotel, Hollywood, Fla.
- 9-13—Society of Automotive Engineers, Annual Meeting, Cobo Hall, Detroit.
- 25-26—American Trucking Assns., Executive Committee Meeting, ATA Building, Washington, D. C.
- 28-Feb 1—National Automobile Dealers Assn., Annual Meeting, San Francisco, Cal.

FEBRUARY

- 2-3—Private Truck Council of America, Annual Convention, Sheraton Hotel, Dallas, Texas.
- 12-18—Industrial Relations Committee, American Trucking Assns., Meeting, Americana Hotel, Miami Beach, Fla.
- 16-19—International Automotive Service Industries, Annual Show, Los Angeles, Cal.
- 19-25—Industrial Relations Committee, American Trucking Assns., Meeting, Americana Hotel, Miami Beach, Fla.
- 22-24—Materials Handling Institute, Pacific Coast Show, Cow Palace, San Francisco, Cal.

MARCH

- 5-8—American Road Builders Assn., Annual Convention, Atlantic City, N. J.
- 22-24—Assn. of Highway Officials (North Atlantic States), Annual Meeting, Hotel Traymore, Atlantic City, N. J.

APRIL

- 13-15—National Truck, Trailer & Equipment Show, Automotive Council of Los Angeles, Great Western Exhibit Center, Los Angeles, Cal.
- 30-May 2—National Tank Truck Carriers, Annual Convention, Netherland-Hilton Hotel, Cincinnati, Ohio.
- 30-May 2—Operations Council, American Trucking Assns., Meeting, Atlanta, Ga.



Ask Any Truck Serviceman about Eaton 2-Speed Axles

Ask the man who has to keep trucks rolling. He'll tell you that Eaton 2-Speeds not only operate for long periods without attention, but that they also cut deep into over-all maintenance costs.

No one knows like a truck serviceman that matching axle gear ratios to the hauling job means easier going for all power units from engine to axle shafts. Eaton 2-Speeds let drivers select from twice the conventional number of gear ratios—the right ratio for the immediate road and load condition. Trucks stay on the job, out of the shop—last thousands of miles longer. And Eaton's many exclusive design features hold down maintenance on the axle itself. When repair is necessary, Eaton's simplified construction speeds the work and slices off costly hours of labor.

Before you specify driving axle equipment, let a truck serviceman give you the low-down on Eaton 2-Speed Axles.



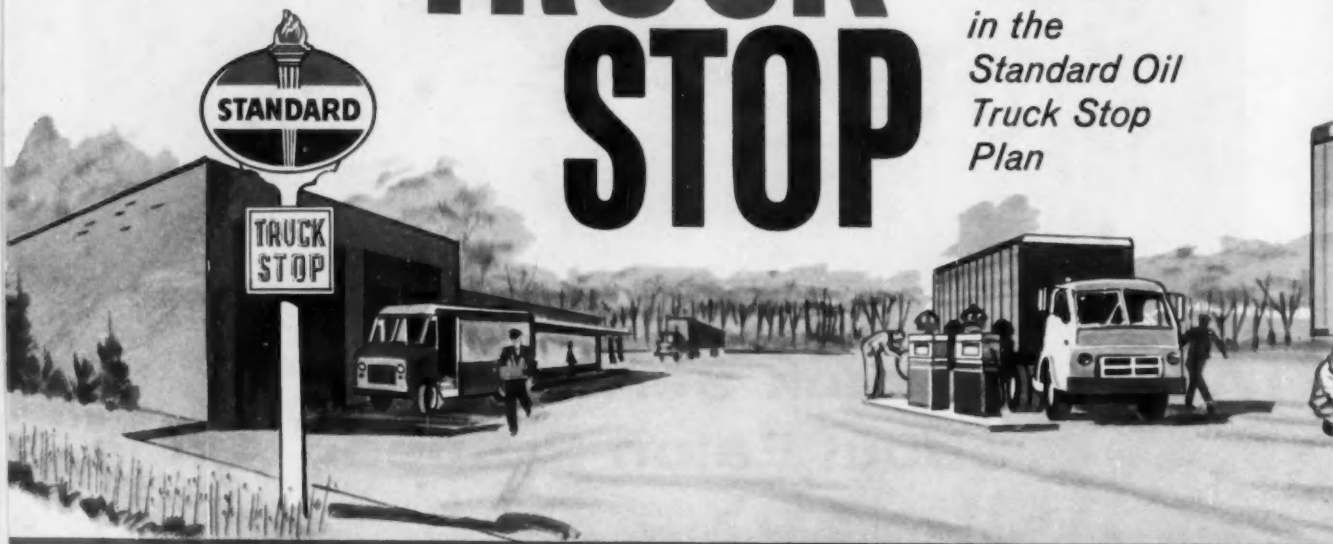
More than
Two Million Eaton Axles
in Trucks Today

EATON

AXLE DIVISION
MANUFACTURING COMPANY
CLEVELAND 10, OHIO

STANDARD OIL TRUCK STOP

*6 Big
benefits
for truckers
and drivers
in the
Standard Oil
Truck Stop
Plan*



STANDARD OIL TRUCK STOPS Midwest and Rocky Mountain States

State and Town	Station	Location
Colorado		
Cortez	M & M Standard Service	U.S. 666 & 789 (2 mi. S.)
Glenwood Springs	Bud's M & M Service	U.S. 6 & 24 (1½ mi. W.)
Trinidad	Carl's Big Chief Service	U.S. 85 & 87 (3 mi. S.)
Illinois		
Chester	Nite Hawk Standard Truck Stop	Ill. Rte. 3 (1 mi. S. of town)
Chicago	McHugh's Truck Stop	4710 Archer at 47th St.
Chicago	McHugh's Truck Stop	6255 Wabash at 63rd St.
Litchfield	Varner's Truck Stop	U.S. 66 (3 mi. N. of town)
Moline	Andy's Truck Stop	U.S. 6 & 150, Ill. 2 (East end Bettendorf Bridge)
Northeastern Illinois		
Illinois Tollway Stations arranged in pairs on each side of the Tollway at five locations.		
Peoria	William's Truck Stop	U.S. 24 (4200 S. Adams St.)
Rock Island	Eckler's Standard Truck Stop	U.S. 150 (24th St. & 5th Ave.)
Scarboro	Brucker's Truck Stop	U.S. 30 & U.S. 51 Junction
Walnut	Anderson's Truck Stop	State 92
Zion	Jerry's Standard Service	U.S. 41 & State 173 (3 mi. S. of Wisconsin State Line)
Indiana		
Angola	Yasechko's Truck Stop	U.S. 27 (¼ mi. N. of Toll Road)
Chelsea	Jackson's 3-N-1 Service	Indiana Rte. 62
Coffax	Broadview Truck Stop	U.S. 52 (36 mi. N.W. of Indianapolis)
Dyer	Eddie's Truck Stop	N.E. U.S. 30 & 41 Junction

Dyer
Dyer
Greencastle
Hammond
Haubstadt
Michigan City

Northern Indiana

Iowa

Ankeny
Allamatic
Denison

Des Moines

Des Moines
Ft. Madison
Lowden
Ogden

Kansas

Buffalo
Haviland
Lakin
Maple Hill

Michigan

Champion
Escanaba
New Buffalo
Pontiac

Tekonsha

Minnesota

Deer River

Stevens & Gilliam Truck Stop
Rosinko's Truck Stop
Jones Truck Stop
Heisterberg's Truck Stop
Ralph's Truck Stop
McGill's Truck Stop

Indiana Toll Road — Six Standard Oil stations are strategically located in pairs at three locations on the Toll Road.

Town & Country Truck Stop
Metrick Standard Service
Port Standard Service

Lone Tree Truck Stop

Mike Wilson's Truck Stop
Heidbreder's Truck Stop
Mensing Truck Stop
Ellis Truck Stop

Guioy Truck Stop
Long's Standard Truck Stop
Schwindl's Truck Stop
XIT Truck Stop

Koski's Truck Stop
Autoway Truck Stop
Al's 12 & 60 Truck Stop
Steffens Standard Service

Tekon Junction Truck Stop

Walt Morris Truck Haven

S.E. U.S. 30 & 41 Junction
N.W. U.S. 30 & 41 Junction
U.S. 40, U.S. 231 & Indiana 43
U.S. 41 (2600 Calumet Ave.)
U.S. 41 (15 mi. N. of Evansville)
U.S. 20 & 421 (1 mi. S. of Michigan City)

Indiana Toll Road — Six Standard Oil stations are strategically located in pairs at three locations on the Toll Road.

U.S. 69 (8 mi. N. of Des Moines)
U.S. 6
U.S. 30 & 59 (Junction) and
Iowa 141 & 4

50th & Hubbell (U.S. 6, 65, Iowa 64)

U.S. 65 & 6, Iowa 64 (E. of town)
U.S. 61 & Iowa 2 (½ mi. W.)
U.S. 30
U.S. 30

U.S. 75
U.S. 54
U.S. 50 & Kansas 25
Interstate 70, U.S. 40 & State 30

U.S. 41 & State 95, 28, 35
U.S. 2 & 41 (Upper Peninsula)
U.S. 12 & Michigan 60
U.S. 24 & Michigan 58

(2481 S. Telegraph Road)

U.S. 27 & Michigan 60

U.S. 2 just W. of town

FOR THE TRUCKER

1. Ticket-printer pumps. Most Standard Truck Stops are equipped with pumps that imprint the amount of fuel dispensed on the sales ticket. The driver gets a copy, a copy goes to Standard's central credit office.
2. Centralized billing. Trucking company receives one bill each month. All driver purchases are shown on this one bill. Checking and processing of many separate bills are eliminated.
3. One piece Truck Stop Credit Card. Convenient plastic credit cards valid only at Standard Oil designated Truck Stops are issued for each driver. Credit cards together with ticket-printer pumps provide the most convenient way of servicing trucks on the highway.

FOR THE DRIVER

4. Convenient stations. Truck Stops have eating facilities, driver rest rooms and sleeping accommodations either at the station or nearby.
5. Big driveway and parking accommodations. There's room for the biggest rigs on Standard Truck Stop driveways. Parking areas are big and there's always room to get in and out.
6. A complete line of Standard Oil fuels and lubricants: STANOLUBE HD Motor Oils, SUPER PERMALUBE—a multi-purpose grease, RED CROWN King-Size Regular Gasoline, STANDARD Diesel Fuels. Experienced servicemen who know how to handle truck servicing are always on duty and ready to help the trucker.

You expect more from **STANDARD** and you get it!



Get copies of this handy map of Truck Stops. Rand-McNally road map of Midwest and Rocky Mountain states shows locations of Standard Oil Truck Stop stations and includes other helpful data. Quantities available for your drivers. Write or call Standard Oil Company (Indiana), 910 S. Michigan Avenue, Chicago 60, Ill.



Jordan Minneapolis	Dahlke Truck Stop Van Gilder's Truck Stop	U.S. 169 (3 mi. S.W.) 2001 Minnehaha at Franklin (near Minn. 36 & 55) U.S. 16, U.S. 59 & State 60	Eckelson	Strating's Truck Stop	Interstate No. 94, U.S. 52 & U.S. 10
Worthington	Gateway Truck Stop		Grand Forks Jamestown Sterling West Fargo	Edinger's Truck Stop Boyd's Truck Stop Johnson's Truck Stop John Erickson Truck Stop	U.S. 81 and U.S. 2 Interstate No. 94 & U.S. 281 U.S. 10 & 83 U.S. 10 & 52
Missouri			Oklahoma		
Cameron St. Louis	South Standard Truck Stop Cobe Abian Truck Stop	U.S. 69 & 36 City Rte. U.S. 66 & 50; Trk. rte. U.S. 40 (9th & Chouteau) Alt. U.S. 67 (city rte.) U.S. 40 (2 mi. W. of U.S. 61)	Guymon Hinton Oklahoma City Oklahoma City	Lee Pryor's Truck Stop Hinton Junction Truck Stop George Hackney Truck Stop Summer's Standard Truck Stop	U.S. 54 U.S. 66 & 281 (W. of Okla. City) 616 S. Western St. 108 S. Byers St.
St. Louis Wentzville	Overturf's Standard Service Meyer's Truck Stop		South Dakota		
Montana			Elkton Gettysburg Howard Lemmon Martin Sioux Falls Watertown	Skyview Truck Stop Wager Bros. Truck Stop Breuer's Standard Service Phi's Truck Stop Hahn's Standard Service Roche's Standard Service Haan's Truck Stop	U.S. 14 (2 mi. W. of State Line) U.S. 212 & 83 S.D. 34 U.S. 12 & S.D. 73 U.S. 18 & S.D. 73 U.S. 16 U.S. 212 & 81
Billings	Billings Heights Standard Service	U.S. 10, 87, 312 & State 789 (E. edge of town)	Wisconsin		
Billings	Dunham's Truck Stop	Bypass U.S. 19, 12, 310 & State 789	Cambridge Fond du Lac Green Bay	Stop Light Truck Stop Beli's Truck Stop Dick's Truck Stop	U.S. 12 & 18 (Junction) U.S. 41 (5 mi. N.) Wisconsin 54 & 57 (1 mi. N. of U.S. 41)
Great Falls	Tocco's Truck Stop	U.S. 89 & 91 (401 Central Ave. W.) State 20 U.S. 10 & State 20 U.S. 10 (W.)	Milwaukee Oconomowoc Viroqua Waupun Wisconsin Delta Wittenberg	Felle's Truck Stop Pieper's Truck Stop John's Truck Stop Beli's Truck Stop Morse Truck Stop Hiway Garage	U.S. 41 (S. side of town) U.S. 16 U.S. 14 & 61 U.S. 151 & Wisconsin 26 Wisc. 13 (1 mi. N. of town) U.S. 45 & Wisc. 29 (Junction)
Lincoln Missoula Missoula	Pat's Standard Service Mt. Sentinel Standard Service West Missoula Truck Stop		Wyoming		
Nebraska			Riverton	Chopping Chevrolet, Inc.	Wyoming 789 connecting with U.S. 287 & U.S. 20 & 26
Elkhorn Fairmont Fremont Grand Island Kearney Lexington Lincoln Seward	Kiebe & Woljick Hall's Standard Service Parkway Truck Stop Bosselman & Eaton, Inc. Wetty Truck Stop Parkway Standard Truck Stop Salem's Standard Service Boals Truck Stop	U.S. 30A & 92 (W. of Omaha) U.S. 6 & 81 U.S. 30 & U.S. 275 (E. of Fremont) U.S. 30 (1 mi. E.) U.S. 30 just W. of Kearney U.S. 30 E. of Lexington U.S. 6 & 77 (Junction) U.S. 34 & State 15			
North Dakota					
Balfour Devil's Lake	Weidler's Truck Stop Olson's Truck Stop	U.S. 52 U.S. 2			

● More details? Circle 154 on reply card inside back cover

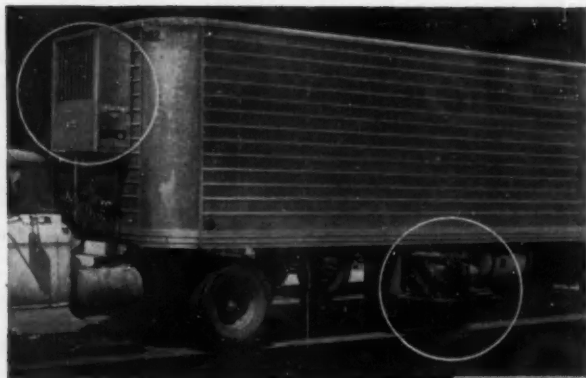
Mr. Edison suggested...

"There's a way
to do it better
— find it"

Thomas A Edison

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14 Features that Make These TropicAire-Coldmobile Models America's Newest, Finest Transport Refrigeration/Heating Equipment

All Electric Refrigeration • All Electric Heating and Defrost • Hermetic Type Refrigeration System • Fast, Easy Installation • Light Weight • Minimum Operating Costs • Amazingly Low Prime Cost • Simple Control System • Reliable Engine-Generator Supplies over-the-road Power ... Plug-In Electric Stand-By • Power Unit Underslung, with Reefer Section Nose-Mounted • Interconnected Only by Power Cable • No Interconnected Refrigerant Lines • and as Dependable as Your Domestic Refrigerator!

Get further information Now!



McGraw-Edison Company
Transportation Cooling Division
5201 W. 65th St.,
Chicago 28, Illinois



ICC lighting reg revisions announced October 5

Revisions to ICC's lighting regs (Mar., page 105) were released Oct. 5. Full details will be in the November issue. If you'd like a quick copy, circle 450 on the reply card (along with numbers of other What's New items you're interested in), drop the card in an envelope and mail it special delivery.

Court decision limits ICC control over private carrier safety

In a sure-to-be-appealed decision, Oregon's U. S. District Court has ruled that ICC control over private carrier safety is limited to driver hours of service and vehicle equipment standards (Parts 191, 193 and 196 of the Commission's safety regs). Case stems from alleged violations of the rules when a private carrier's truckload of explosives blew up in Roseburg, Ore., last year (Jan., page 35). New explosives transport law signed early last month does include private (and contract) carriers, but the decision leave in doubt the Commission's authority over private carriers in respect to driving of vehicles and reporting of accidents.

Other reg news affects leasing, union contracts, dump trucks and movers

Leasing rule change proposed by ICC middle of last month continues to permit for-hire carriers to sub-lease leased equipment for a return haul without regard for the 30-day rule. However, all other leasing requirements (written contract, exclusive possession, compensation, duration, etc.) would apply to the sub-lease. . . . Commission also reminded carriers, in an accident report issued last month, that provisions of a union contract do not relieve the carrier from responsibility for compliance with ICC's safety regs. . . . And, says ICC, mounting of lamps or reflectors on removable tailgates of dump trucks does not comply with lighting rules. . . . Despite much opposition from many carriers, new Dept. of Defense regulations governing division of traffic between household goods movers (Feb., page 212) are likely to go into effect Dec. 1. Smaller fleets feel the new rules give unfair advantage to larger carriers.

Compact cars and compact trucks highlight 1961 models

Newest vehicles you'll see if you attend the National Automobile and Truck Show in Detroit middle of this month are compact trucks from Chevrolet (Corvair 95 line on a 95-in. wheelbase) and Ford (Econoline on a 90-in. wheelbase). You'll also see four new compact cars—Dodge's Lancer, Pontiac's Tempest, Buick's Special and Oldsmobile's F85. If you can't make the show, you'll find it all in this issue (trucks begin on page 102, cars on page 113). Interesting note: All makes of '61 cars come with a 12,000-mile/12-month warranty. Ford was the first to make the move.

Ted V. Rodgers, Sr., often called the father of the trucking industry, died of a heart attack in his hometown of Scranton, Pa., on Sept. 13.

ICC puts spotlight on "Gray Area of Transportation Operations"

ICC last month released a report it prepared for the Senate Commerce Committee relating what it thinks and knows about "buy and sell," psuedo private carriage, illegal leasing, brokerage abuses and other truck operation falling in the "gray area" between for-hire operation and legitimate private carriage. It's sure to lead to proposals for tightening the Interstate Commerce Act as well as stricter enforcement. You can get a copy for 75¢ from Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Ask for "Gray Area of Transportation Operations, Statement No. 6010, File No. 51-D-7, Interstate Commerce Commission."

Study picks nation's two "outstanding safe drivers" . . .

Navajo Freight Lines driver Charles J. Espich and Minnesota Highway patrolman Alex J. Keilen were selected last month as the nation's two "outstanding safe drivers." Selection was made as part of a 3-month research project sponsored by duPont in cooperation with National Safety Council, Columbia University, Remington Rand and Dodge. Winners were selected from a group of six semi-finalists—who, in turn, were selected from 5000 NSC award winners. Basic aim of the study is to evaluate results of extensive testing of the 5000, develop a safe driver "profile" to aid in predicting which drivers are "safe" and which "unsafe." Also. . .

. . . BPR studies driver reaction, and Roadeo runs-off ties for first time

Under study, at the Battelle Memorial Institute, is how drivers are influenced by signals from other vehicles—what fleet safety men call defensive driving. It's sponsored by Bureau of Public Roads. Goal is to improve highway design by taking into account the reaction pattern. . . . And in the National Truck Roadeo held late last month in St. Paul, Minn., first place ties occurred in the 3 and 5-axle classes—the first ties in the history of the event. Special run-offs were held to determine the winners (shown with their awards on page 182).

Brake tests coordinate three years of testing and development

Brakes are getting a workout at Utica, Mich. Following more than three years of development and testing by individual companies, a joint Automobile Manufacturers Assn.—Truck-Trailer Manufacturers Assn. committee is continuing the work on a coordinated basis. Work is expected to develop a formula to measure the adequacy of commercial vehicle brakes. It is the last step in setting-up a 4-part code with which makers can rate their vehicles by GVW and GCW against an industry standard. Three parts finished include engine horsepower, component selection and tolerances (Mar., page 34).

First half truck tonnage 1.1 per cent ahead of 1959, 20 per cent above 1958

In thousands of units, except bus sales are in actual numbers	New Truck Registrations		Truck Factory Sales—Domestic		Truck Trailer Shipments		Bus Factory Sales—Domestic		Truck and Bus Tires			
									Replacement Shipments		Original Equip. Shipments	
	July	7 Months	July	7 Months	July	7 Months	July	7 Months	July	7 Months	July	7 Months
1960	79.7	571.1	64.1	646.8	4.2	42.6	414	2449	660.7	6478.4	279.8	2647.7
1959	88.9	558.3	92.2	645.5	6.1	42.3	209	1390	643.5	5544.9	399.9	2987.4

Truck and bus production					Truck tonnage		
Make	Weeks Ending		Year to Date		Month	% Change from Previous Month	% Change from a Year Ago
	Sept. 17	Sept. 10	1960	1959			
Chevrolet	6,732	4,046	285,000	265,706	6 Months '60	....	+ 1.1
G. M. C.	1,286	945	79,724	62,962	June, 1960	+ 3.8	- 4.0
Diamond T	30	10	2,061	4,345	May, 1960	+ 1.6	- 1.8
Olveo	30	64	2,936	2,676	April, 1960	- 7.3	- 4.0
Dodge and Fargo	1,359	827	52,286	56,750	1st Quarter '60	....	+ 3.3
Ford	6,085	3,700	258,954	244,844	March, 1960	+ 2.8	+ 3.9
F. W. D.	14	13	696	771	February, 1960	+ 2.8	+10.7
International	2,454	1,783	92,602	105,994	January, 1960	- 2.1	+ 3.7
Black	336	273	11,196	12,931	Full Year, 1959	....	+13.1
Studebaker	48	316	9,962	9,689	4th Quarter	....	+ 4.3
White	261	29	12,263	14,525	December, 1959	+ 8.8	+ 8.7
Willys	1,478	1,269	95,543	84,154	November, 1959	-12.2	+ 8.4
Other Trucks	85	75	3,218	2,707	October, 1959	+ 1.4	+ 3.4
Total—Trucks	20,360	12,976	908,030	868,014	3rd Quarter	....	+10.9
Buses	75	70	2,610	1,793	September, 1959	+ 6.2	+19.7
Total—Trucks and Buses	20,375	13,046	910,640	869,807	August, 1959	- 3.5	+17.3
					July, 1959	- 4.2	+16.9

Sources: Truck and bus data—Automobile Manufacturers Assn. Tonnage—American Trucking Assn. Registrations—R. L. Polk & Co. Trailers—Dept. of Commerce. Tires—Rubber Manufacturers Assn.

Chicago Express sends 70-ft combination over Pennsylvania Turnpike

Although the Pennsylvania Turnpike does not permit tractor-plus-two-semi-trailer combinations, it does allow without special permit regular combinations up to 100,000 lb GCW within 70 ft overall length. So Chicago Express is giving it a try at a toll of \$1 a mile. Trailer combines a 40 and a 20-ft "Stricktainer" unit (Mar., page 142) with a 3-axle tandem. Use of sliding axles permits breaking-up the unit for off-the-Turnpike operation. Unit's payload is reported at 60,000 lb. Carrier expects to make the Philadelphia to Chicago haul in 24 hrs.

Other equipment news this past month includes . . .

Decision by National Motor Equipment Interchange Committee to develop a standard numbering system for trailers used in interchange service. . . . Development of thin-gage sheets of high-strength steel by U. S. Steel Corp. for lighter weight trucks, trailers and containers. . . . ICC approval for hauling flammable materials in containers of proper design such as those offered by Tote System, Inc. . . . Recommendation by an ICC examiner that general freight carriers be allowed to transport commodities packaged in "collapsible and stackable" containers such as Sealdtanks, Sealdbins and Nest-A-Bins, providing the containers are loaded by the consignee and unloaded by the consignor. . . . Offering of a rated 14-ft



A QUICK LOOK AT WHAT'S COMING TO HELP WITH YOUR ADVANCE FLEET PLANNING

reefer body by Haskelite Division, Evans Products Co. . . . Switch to all nylon cord for its truck tires line by Mohawk Rubber Co.


Within the next few months, you can expect . . .

Congressman Blatnik to hold more public hearings on charges of scandal, waste and "payola" in the highway building program. . . . Charges of "possible corruption" on the part of ICC in approving applications for rights of some truck fleets. . . . New laws and regulations—largely by local authorities—to correct what they consider excessive truck noise. . . . More competition from air cargo carriers as new Canadair CL-44 "swing tail" freighters go into service with their 4¢ per ton-mile direct operating costs. . . . Renewed effort in the 1961 Congress to drop the passenger transportation excise tax completely as recommended by ICC. . . . Investigations, hearings and court cases stemming from reports that Jimmy Hoffa's new contract with 1500 eastern truck fleet operators contains a clause that flaunts prohibitions of the Landrum-Griffin Labor Reform Act against hot cargo and secondary boycott agreements.

Two SAE meetings and the Dairy Industries show

Mark your calendar for three big fleet meetings late this month. First, Society of Automotive Engineers Transportation Meeting, Oct. 25-27 at Hotel Leamington, Minneapolis, Minn. Second, SAE Powerplant (used to be Diesel Engine) meeting, Oct. 31-Nov. 2, at Hotel Sheraton-Cleveland, Cleveland, Ohio. Third, Dairy Industries Supply Assn. Exposition, Oct. 31-Nov. 5, at International Amphitheater, Chicago.

IN THIS ISSUE

. . .  There's a strong emphasis on What's New. Logically so, since this is new model time. Practically the entire National Automobile and Truck Show is presented starting on page 102. Specific new truck model descriptions here and on following pages include White (multi-stop PDQ and Hostler tractor), Chevrolet and Ford compacts, Dodge's 1961 line, Volkswagen.

. . . For passenger car fleet operators, there's a "supermarket" section beginning on page 113. All the new 1961 models are described individually. Each is keyed to the free reply cards inside the back cover to make it easy for you to get further details. In addition, there's a concise rundown by maker of all the new mechanical features.

. . . But that's far from all. You'll also find a kingsize report of how Terminal Transport profits from trouble-free miles (page 92) by CCJ's Mobile Editorial Team.

!! HERE !!

THE GREATEST SHOW ON WORTH !!!

'61 CHEVROLET STURDI-BILT TRUCKS *****

***** JUST OUT !! JUST THE WAY YOU WANT 'EM!



**THIS WAY
TO THE TRUCKS**



1961

MOR

MOR

New
panel
Step-
and
prove
★ 3 n
drive
savin
Toug
maste
Com
Spaci
more
Torq
Braw
big-ca
*All se
P30



1961 Chevrolet heavy-duty trucks

MORE MIGHT! ★★★★★
MORE EARNING POWER!

51 mountain-moving heavy-weights ★ Choice of Conventional, tilt or Low Cab Forward models ★ Tough Torsion-Spring Ride ★ Best-built big-tonnage V8's going ★ G.V.W.'s up to 36,000 lbs., G.C.W.'s up to 51,000 lbs. ★ Massive K- and X-braced frames ★ Advanced Eaton-Hendrickson tandem units ★ Rugged rear axles up to 18,500 lbs. in capacity ★ High-capacity variable-rate rear springs!

1961 Chevrolet light-duty trucks
MORE MODELS!★★★★★
MORE WAYS TO SAVE!

new worth-more pickups, panels, Suburban Carryalls, Step-Vans, forward controls and chassis-cabs ★ Work-improved Torsion-Spring Ride* ★ 3 new go-anywhere 4-wheel drive models ★ Famous gas-saving Thriftmaster 6 ★ Tough, short-stroke Trade-master V8 ★ Roomy, rugged Comfort-King cabs ★ Spacious bodies that carry more cargo ★ Big, safe Torque-Action brakes ★ Heavy-duty box-section frames, big-capacity axles!

*All series except K10, K20, P20, P30



1961 Chevrolet medium-duty trucks
MORE WORTH!★★★★★
MORE WORKING ABILITY!

88 big-saving models to choose from ★ Owner-acclaimed Torsion-Spring Ride ★ Big Comfort-King cabs ★ Sure-saving Jobmaster 6 power ★ Durable Taskmaster V8 power ★ Easy-wheeling Low-Cab-Forward models ★ Big-payload Chevrolet tilt cab trucks ★ Work-saving Powermatic transmission ★ Sturdy-built frames and axles!



PROVED WORTH MORE BECAUSE THEY WORK MORE

**1961 Chevrolet trucks roll in
on a wave of owner acclaim!**

Sure enough, a gigantic advance in truck design has shortened every route in America. It began just a year ago, when the first Torsion-Spring Chevy nosed out onto a highway. With a vastly different truck design, featuring torsion-bar independent front suspension, this totally new Chevy was a big winner right from the start. Thanks to its amazing bump-cushioning ability, it did just about everything better. Got more work done in a day, for instance, with a floating ride that all but assured faster schedules on any roads. Slashed maintenance with a jolt-free ride that drastically reduced wear on truck components. Owner's earning power began to soar and word got around. This one caught on fast. So fast, in fact, that there are now, already, *nearly 300,000* Torsion-Spring Chevies putting out this new kind of working ability on tough jobs all over America. It's been a giant step forward in trucking and it's only the beginning. *Because, here for 1961, are Chevrolet trucks with even more of the worth-more, work-more performance that's won such wide owner acclaim over the past year.* Even more strength, even more stamina—and an even wider range of models. Look 'em over here—see how a Torsion-Spring Chevy can smooth out that rough hauling job of yours . . .

MORE MIGHT! MORE MODELS! MORE WAYS TO SAVE! NEW CHEVROLET TRUCKS FOR '61!

They're worth more than ever before because they'll *work* more than ever before! Here's Chevy for '61 with a longer line of models, extra strength and stamina . . . even more of the smooth, tough performance that's won high praise from truckers all over America!

PICK FROM 189 MODELS! More models than ever before—work-proved dollar savers in every weight class! 1961 Chevis for every hauling chore in the book include three new long-wheelbase 4-wheel-drive models, sturdy Stepside and Fleetside pickups, spacious panels, versatile Suburban Carryalls, handy Step-Vans and forward controls, tough chassis-cabs of all sizes, mountain-moving tandems. Somewhere in this long, *long* line you're sure to find the one truck that makes the most sense on your job!

OWNER-PROVED TORSION-SPRING RIDE! It puts an end to I-beam axle shimmy! Independently suspended front wheels step right over bumps, tough torsion bar springs soak up jolts. New smoothness improves virtually every phase of performance; speeds up schedules, cuts truck wear and maintenance expense, reduces cargo damage and driver fatigue! Owners report that there's never been anything like it for high-profit hauling—and it's *standard* on every 1961 Chevrolet model, except Forward Controls and 4-wheel drives!

STRONG, ROOMY CABS THAT HELP BOOST YOUR WORK OUTPUT! Rangy drivers ride in comfort with stretch-out room in all directions. Extra hip room, shoulder room, leg room and head room. Seeing is safe and easy through a whopping-big wraparound windshield. The seat's a beauty, too—a full 59½" wide with a spring combination inside that gives just the right support. (And for the last word in working comfort, special 6" foam rubber padding is optional at extra cost.) And these

cabs are *rugged*, with a build that includes all-steel construction, double-panel roof, double-walled cowl housing and box-section door pillars.

TOUGH TRUCK CHASSIS—BRAWNY BASIS FOR BIGGER PROFITS. The best sellers have never been huskier, starting with the massive, truck-built frames that add stamina to every chassis. In medium- and heavy-duty models, rugged self-adjusting variable-rate rear springs help smooth out big-tonnage hauls. Quality features galore boost truck life in every Chevrolet truck for '61. Extra-big brakes give faster, surer stops and last longer. Precision wheel balance makes steering easier, lengthens tire life. Smooth, durable Synchro-Mesh transmissions come in sizes to suit all types of duty.

ENGINES WITH PROVED EARNING POWER. Famous sixes that out-sell all others because they're best at brightening cost records . . . big V8's that lead the industry for short-stroke design and hard-working durability! Chevy for '61 offers a *long* line of power plants to meet the special needs of every weight class. They're money-making specialists, designed to hammer down high costs in tough truck duty.

The truth is, we could fill every page in this magazine with reasons why Chevrolet trucks have never been better than they are for '61, but there's no need for that. Not when your Chevrolet dealer can boil it all down for you so quickly and pleasantly. See him soon and start saving soon! . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

Member of the ATA Foundation, Inc., American Trucking Industry

1961 CHEVROLET STURDI-BILT TRUCKS





WHY RISK DRIVING BLIND?

—even for seconds

ROBERT BOSCH
Electric
Windshield Wipers



ROBERT BOSCH Heavy
Duty Windshield Wiper
Type B. The most power-
ful wiper of its type.

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Sherman Hotel

ROBERT BOSCH
PUTS THE

POW^{IN} POWER

in Electric Windshield Wipers that won't stop, skip or jump

They work dependably always—ROBERT BOSCH *Electric* Windshield Wipers—even when you step hard on the gas, even when you're climbing a hill, even if your engine stalls! The powerful built-in electric motor keeps 'em always on the go, even in the "dirtiest" weather. They're independent of engine speeds, loaded with action. Easily installed, inexpensive, completely dependable.

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Better products, faster, from your BCA distributor:



BCA Ball Bearings...the right type for the application...always available



Wheel bearings, fan, generator, clutch, transmission,
drive shaft, differential and steering gear bearings

It pays to standardize on BCA for all ball bearing replacements. That is how to solve the problem of keeping rigs rolling . . . getting them back in service faster . . . and keeping maintenance operations within today's limited budgets.

BCA ball bearings handle every job with utmost dependability. BCA's years of bearing experience, coupled with rigid quality control in every stage of manufacturing, pay off in trouble-free operation for many more miles.

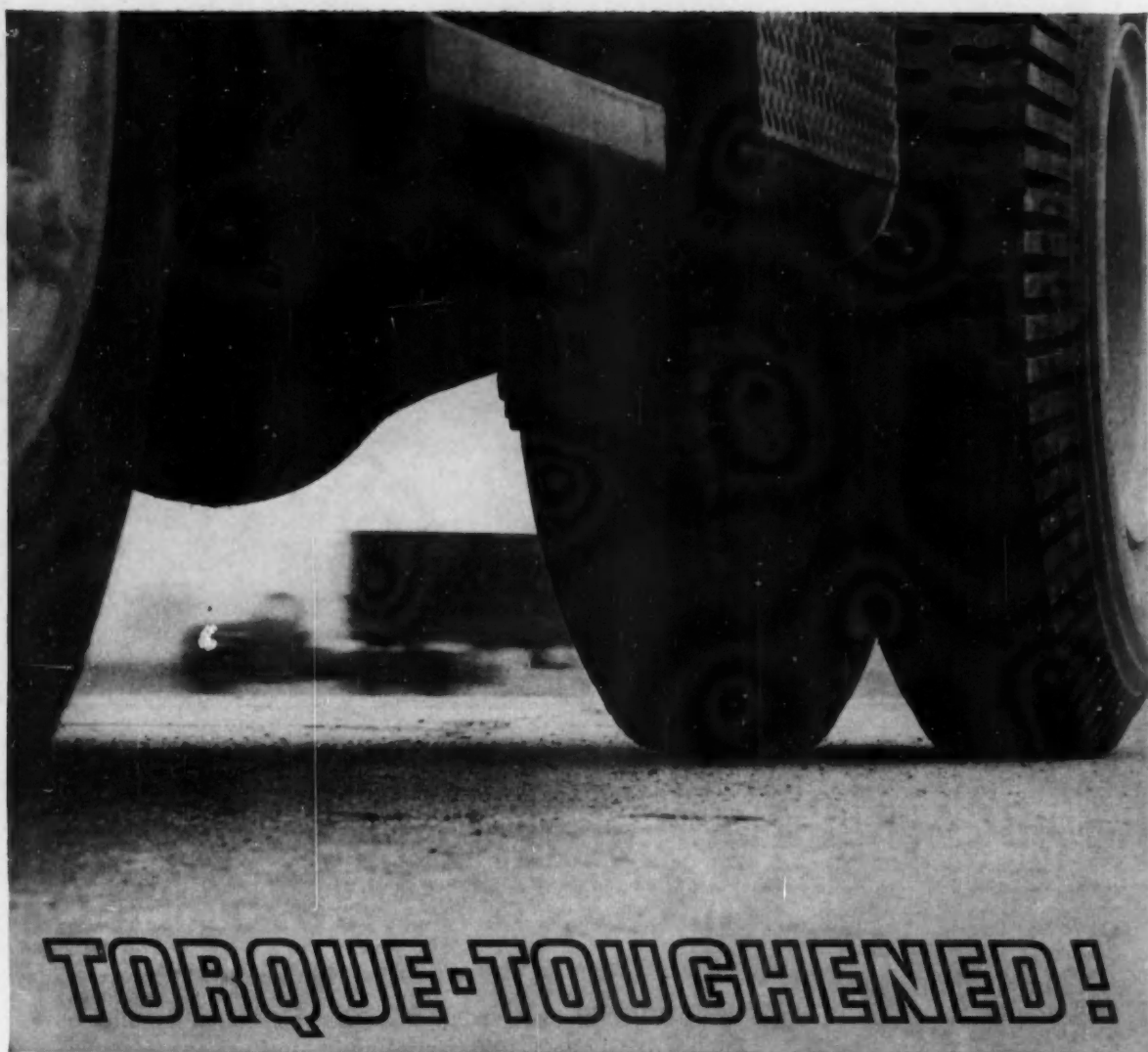
Your BCA distributor can fill you in on the *plus* values of this quality line, and brief you on the advantages of standardization as used in most fleet operations. Call him now.

BCA BALL BEARINGS

FEDERAL-MOGUL SERVICE

DIVISION OF FEDERAL-MOGUL-BOWER BEARINGS, INC. • DETROIT 13, MICHIGAN





TORQUE-TOUGHENED!

DOUBLE MILEAGE PER DOLLAR ON ORIGINAL TREADS WITH THIS FIRESTONE DRIVE-WHEEL TIRE!

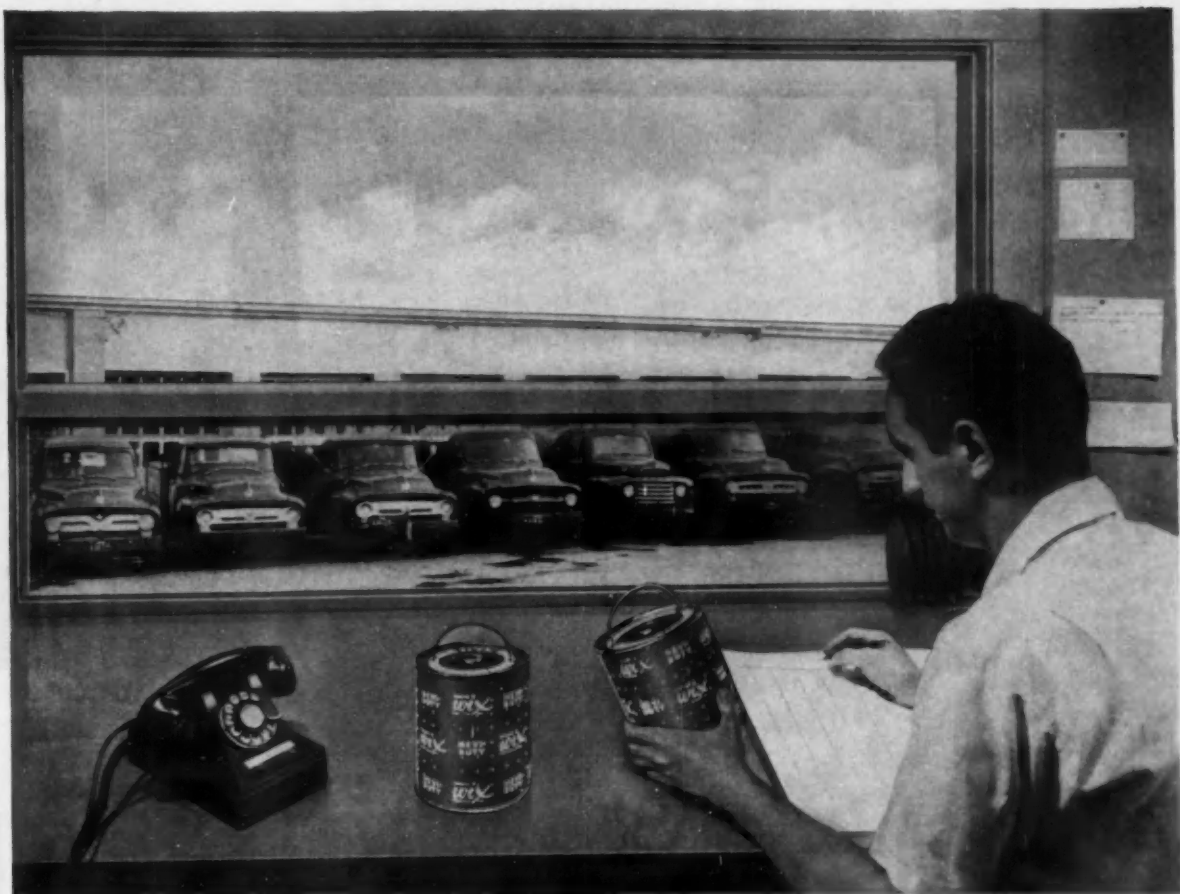
Tougher-built Firestone Super Mileage Transport Cross Bar tires roll up fleet-sized dividends in terms of savings on drive wheels. Their 81% deeper tread gives you *double* mileage on original treads—then adds 25% *more* miles after regrooving. At the same time, Firestone's exclusive cross bar design gives superior traction, puts more of your torque power to work. All-nylon Firestone Shock-Fortified cord resists impacts, heat and flexing—and you get Firestone Rubber-X, the longest-wearing rubber ever used in Firestone truck tires. They're powerful reasons why drive-wheels can be profit wheels with tubeless or tubed Firestone Super Mileage Transport Cross Bar tires. They're the toughest truck tires built! Available at your Firestone Dealer or Store. **ALWAYS SPECIFY FIRESTONE TIRES ON NEW TRUCKS**

Firestone

BETTER RUBBER FROM START TO FINISH

Copyright 1960, The Firestone Tire & Rubber Company

MEMBER OF THE ATA FOUNDATION



KEEP YOUR MAINTENANCE RECORD—**CLEAN**



wix-pax

Exclusive service for fleets—WIX Filter Cartridges at special prices in reasonable quantities. Plus—a FREE Filter Survey of your fleet and a FREE Fleet Maintenance Manual.



Dirty oil fouls more fleets and ruins more records than you can shake a dipstick at. To keep your fleet record clean you need all the advantages of WIX Prescription Filtration—**FIRST CHOICE** of leading fleet operators for **FIRST RATE** filtration. Let WIX Filters remove those damaging contaminants—grit, dirt, dust, gummy sludge—from your fleet's lube and fuel oils.

There's a WIX Filter Cartridge designed for every gasoline or Diesel engine in fleet service...according to the job it's expected to do. Local delivery, over-the-road, high speed, off-highway, high or low temperatures—makes no difference when you install WIX—you get more job-time, less down-time.

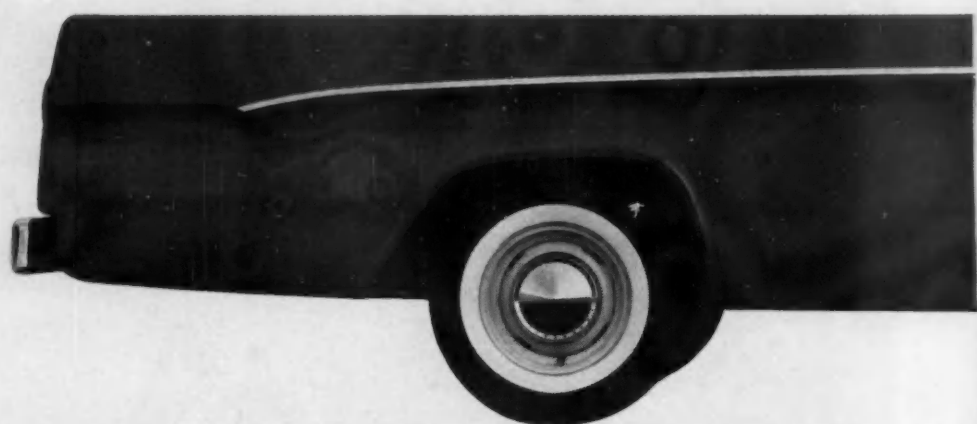


Write, or ask your Jobber—find out how well you'll do with WIX.

**SPECIFIED FOR ORIGINAL EQUIPMENT
AND REPLACEMENT BY
MAJOR MANUFACTURERS**

WIX CORPORATION GASTONIA, N. C.

*In Canada: Wix Corporation Ltd., Toronto
In New Zealand: Wix Corporation New Zealand Ltd., Auckland*



FROM DODGE FOR 1961
A TOTALLY NEW KIND OF TRUCK
THE DART PICKUP
THE FIRST AND ONLY TRUCK WITH
COMPACT-ECONOMY



WHAT DO WE MEAN, THE ONLY TRUCK WITH COMPACT-ECONOMY?

We mean that the new Dart Pickup is compact in everything but work capacity. It has a compact diet. It handles like a compact. The upkeep costs are compact. But in the work department this baby is a full half-ton hauler. It'll do a sleeves-up job of work every day, day in and year out. That, mister, is what we mean by *compact-economy*. A truck that is economy-minded, a tough devil of a truck, all truck, all work, all the way.

WILL OUR ENGINE, THE NEW SLANT-6, ACTUALLY DELIVER MORE MILES A GALLON THAN COMPETITION?

There's only one way to answer that kind of question, and that's to test the new Dart Pickup against its biggest competition, Ford and Chevrolet. That's just what we did. Result? Time after time the new Slant-6, overhead valve, 225-cubic-inch engine came

out ahead on actual miles-per-gallon.

As for the engine itself, it is slanted 30 degrees from the vertical. This makes possible highly efficient manifolding, both intake and exhaust. Also gives you plenty of underhood work room which, by the way, you'll seldom need. This new engine of ours is a mighty tough customer.

Mounted on the engine, as standard equipment, is an alternating current generator. It will charge the battery even at idle. Because the battery is more fully charged, more of the time, it will last longer. Small thing? Maybe. But it saves you money.



You'll be interested to know that many of the engine parts are aluminum. Things like the water and oil pump housing, the distributor case. Extensive use of aluminum means less dead weight. More payload. More *compact-economy*!

IS IT TRUE THAT THIS TRUCK IS NEW DOWN TO THE WHEEL STUDS?

Take a look at the picture above. It's unretouched, by the way. See anything familiar? You bet you don't. This one is all-out new. Not new, mind you, for the sake of newness, but functionally new. New cab, new body. New, easier clutching, and shifting, and handling. As a matter of fact this Dart Pickup of ours even has a new soft sound. Wait'll you've had one on the job. You'll agree it's a great new way to work.

WHAT'S THIS I HEAR ABOUT A NEW THING CALLED "SEDAN RIDE"?

You know how a truck ride used to be. Not very pleasant. Well, this year Dodge has done something about it, with a virtually service-free suspension system that takes the "truck" right out of truck ride. A side benefit of this new sus-

pension is that front tires don't pay the penalty for your pleasant ride. You get every mile of rubber you paid for.

ANYTHING I OUGHT TO KNOW ABOUT THE REST OF THE '61 DODGE LINE?

Sure! You ought to know about the 1961 Dodge conventional and cab forward models, the four-wheel drive series, door-to-door jobs, the school bus chassis. There's Six and V8 gasoline power. There's Cummins diesel power. There's a weight spread of 4250 lbs. GVW to 76,800 lbs. GCW.

OK, NOW HOW DO THE PRICES STACK UP?

The new Dart Pickup and the 1961 Dodge line of trucks are priced to compete with every truck coming or going. And a Dodge truck will skin the pants off any truck for muscle, hustle and money-saving ways. You can depend on it!

SEE THE DART PICKUP



NEW **Snap-on** TUNE-UP SET

Exhaust Gas Analyzer
Tach-Dwell Meter
Generator-Regulator Meter
Ignition Analyzer

now!

**diagnose troubles quickly,
easily, positively
at low cost**

MT-405A Exhaust Gas Analyzer — Checks the air-fuel ratio — shows you if engine is operating efficiently; if carburetor is set properly. Use on any gasoline or liquid petroleum-type engine with single exhaust pipe. Flexible sampling tube and tail pipe adapter fits all cars — attaches securely to bumper on road tests. Completely self-powered. Carburetor idling adjustments can be made without dynamometer.

MT-415B Tach-Dwell Meter — Tach scale checks engine rpm for servicing automatic transmissions, balancing cylinders, adjusting carburetor idling jets. Dwell scale is used to check dwell or cam angle and resistance of breaker points; set breaker points. Use on 6, 12, or 24-volt systems.

MT-401A Generator-Regulator Meter — tests the generator, checks regulated amperes, cutout and regulated voltage. It is also used to test battery and locate electrical leaks. Has 15-volt range for cars and trucks and 60-volt range for ignition systems of more than 12 volts.

MT-430 Ignition Analyzer — quickly and accurately tests primary coil efficiency; secondary coil efficiency; coil heat; stalled motor coil current; capacitor efficiency; secondary coil resistance; capacitor leakage; tests 0 to 1.5 amperes; tests 0 to 6.0 amperes; coil polarity; ignition efficiency; plug misfiring; ballast resistor continuity; general continuity; motor idle current; tests 0 to 300,000 ohms and tests 0 to 3 megohms.

These Snap-on testing sets put you in the car and truck-servicing business with real authority — give you a packaged unit for diagnosing engine and electrical system troubles accurately in a hurry.

Any mechanic can use this equipment effectively with just a little instruction. Fully illustrated booklets make it extra simple. Each tester has a minimum of adjustments and connections. No outside power needed. Each tester is a complete unit in itself — can be removed from the rack and used anywhere in the shop or on the road. Save stall space for other work.

Roll stand easily holds all four testers in test racks. Two large compartments in roll cab give you extra storage space.

YOURS ON EASY PAYMENTS

It takes modern equipment like this to service today's complex cars and trucks properly. And the profits are big, the investment small. You can own this complete MT-4000B set for just a little down, a little each week. Ask your SNAP-ON man the next time he calls.

MT-4000B Set — four meters, two tune-up meter racks and heavy-duty roll stand — a complete low-cost test center on wheels.



SERVICE-BACKED SHOP EQUIPMENT
SNAP-ON TOOLS

8026-J 28th AVENUE • KENOSHA, WISCONSIN



Piggyback trailer with underframe of USS High-Strength COR-TEN Steel fabricated by A. O. Smith Corporation. The trailer was built for the Wabash Railroad.

It takes a stiff backbone to ride piggyback

Piggyback trailers must take rough handling and abnormal loading—and while they need to be light for maximum payload, the frame must be extra strong to prevent damage.

To solve this problem, USS COR-TEN High-Strength, Low-Alloy Steel is used for the two 40' long underframe side rails of these piggyback trailers. The steel was fabricated by the A. O. Smith Corporation, Milwaukee. USS COR-TEN Steel has been used for trailer frames ever since it came out in the early 1930's. It's the best steel on the market for this type of application, especially where you are shooting for low maintenance costs and minimum repair demands. These are made possible because of COR-TEN's high resistance to atmospheric corrosion and additional strength. USS COR-TEN offers a minimum yield point of 50,000 psi compared to 33,000 psi for the steel previously used.

After the last war, the emphasis was on maximum load with minimum truck and trailer weight. But as maintenance and repair costs mounted, many members of the trucking industry realized that only steel could provide the strength necessary to maintain low cost service life for their trailers. USS COR-TEN has solved the problem.

For railroad cars. USS COR-TEN Steel has long been used, not only to reduce dead weight and add strength, but also to provide extra life. Its atmospheric corrosion resistance is 4 to 6 times that of structural carbon steel. Paint lasts considerably longer on COR-TEN Steel and resistance to fatigue and abrasion is high. USS MAN-TEN and TRI-TEN High-Strength Steels are two other brands that can help to reduce weight in your cars. For more information about all three USS High-Strength Steels, write to United States Steel, 525 William Penn Place, Pittsburgh 30, Pennsylvania, or contact our nearest sales office.

USS, COR-TEN, MAN-TEN and TRI-TEN are registered trademarks



This mark tells you a product is made of modern Steel.

United States Steel Corporation—Pittsburgh
American Steel & Wire—Cleveland
Columbia-Geneva Steel—San Francisco
Tennessee Coal & Iron—Fairfield, Alabama
United States Steel Supply—Steel Service Centers
United States Steel Export Company
United States Steel



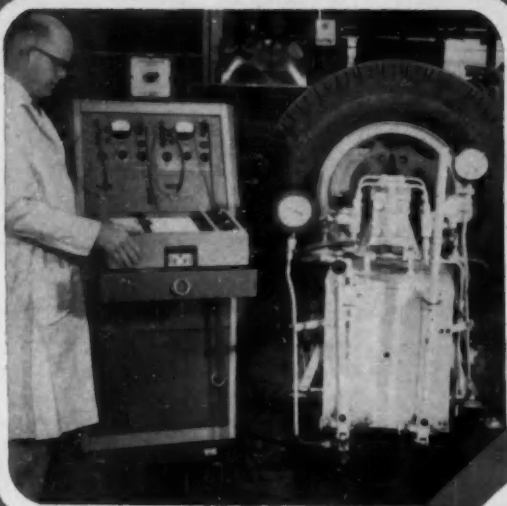
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"With millions of lives at stake every year,



Mr. R. C. Hoffman, Jr., President, Carolina Coach Company speaking: "Our coaches travel 16 to 17 million miles per year, and carry millions of passengers. Our first thought is their safety; that's one reason we specify steel disc wheels as original equipment on all our buses."

Carolina Coach Company operates a fleet of 215 diesel buses in five Eastern and Southern States. The company has an excellent safety and low down-time record due to a thorough and extensive inspection and maintenance program. Every 20,000 miles each coach has a major inspection and every part is thoroughly examined. "At this time our steel disc wheels are carefully checked. Rarely do we have to discard one,"



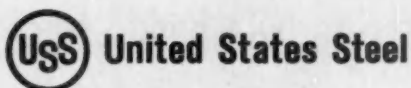
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we specify steel disc wheels."

says Mr. Hoffman. "Some of our steel disc wheels have run 300,000 miles and they are still as good as new. Our safety program has practically eliminated road failures, and we think our steel wheels have helped here, too."

Steel wheels cost less in the beginning, and continue saving money for many thousands of miles of dependable service. They're round and true and eliminate lateral and radial run-out to make tires last longer. This gives a smoother ride, increases vehicle life, is easier on cargo, and cuts driver and passenger fatigue. Steel disc wheels are specially designed for today's high speed, long range operations. Always specify steel disc wheels.

USS is a registered trademark



This mark tells you a product is made of modern, dependable Steel.





MoPar's Dubl-Quick Truck Parts Service includes

Special field force to help Dodge truck owners

Round-the-clock "hot wire" ordering system

Fast local deliveries to help fight down time

Right part at the right time at the right place

All this and MoPar quality, too!



SPECIALISTS WHO KNOW YOUR PROBLEMS

MoPar has a special "trouble-shooter" force in the field right now, a highly skilled and experienced staff who can move fast to help truck owners avoid down time, keep their trucks rolling.



YOU GET 24-HOUR SERVICE—EVERY DAY

When truck parts are not in stock locally, MoPar's coast-to-coast communications system swings into action. This "hot wire" ordering service operates 'round the clock—including Saturday and Sunday.



A TELEPHONE CALL DOES THE JOB

Your MoPar Wholesaler maintains large inventories to meet practically all of your requirements. A telephone call brings speedy deliveries. For a scarce item or emergency, parts are rushed from strategically located plants.

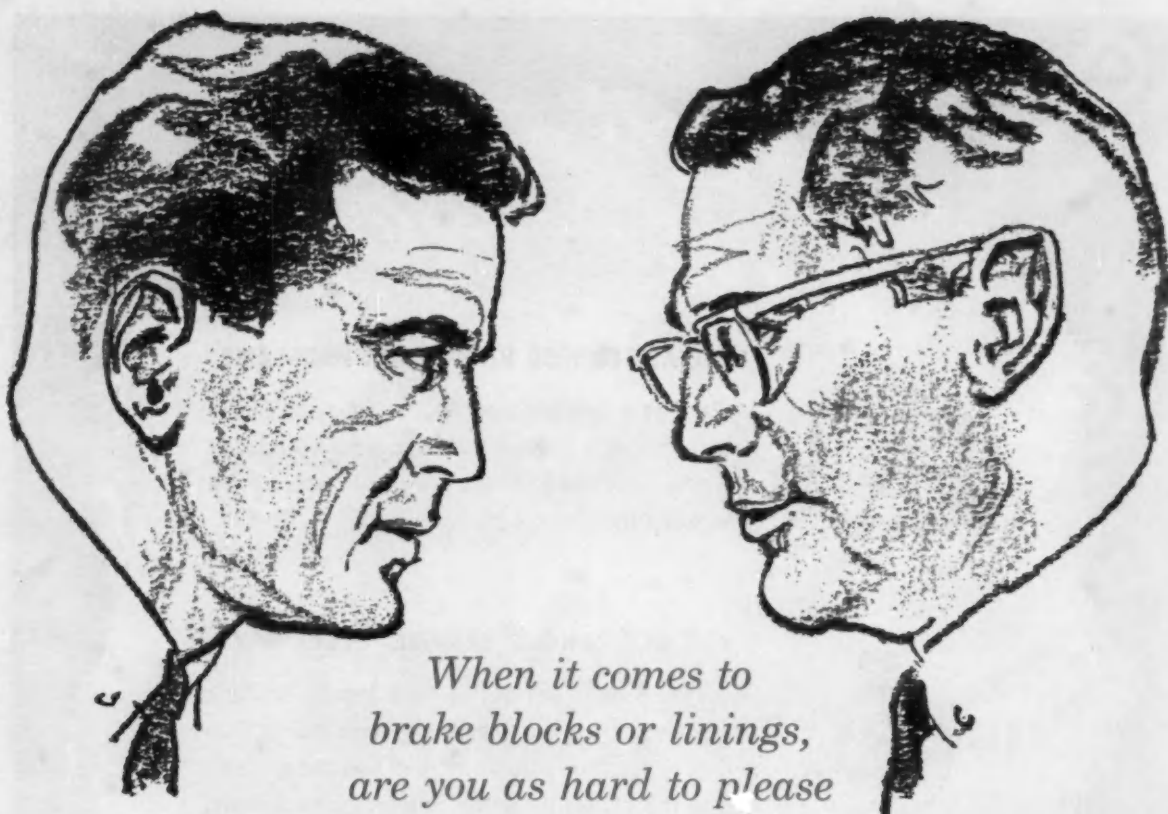
When you own a Dodge, or a fleet of them, you've got the best in truck transportation. When you use MoPar replacement parts, you protect your investment and your profit.

TO GET PARTS—DUBL-QUICK—
PHONE YOUR DODGE TRUCK
DEALER OR MOPAR WHOLESALER

MoPar

PARTS AND
ACCESSORIES

MoPar Parts and Accessories Division
Chrysler Motors Corporation, Detroit 31, Michigan



*When it comes to
brake blocks or linings,
are you as hard to please
as our engineers?*

They simply don't believe in gaining one quality at the expense of others. They are convinced that a truly superior friction material should possess every desirable feature. So they insist that Raybestos blocks and linings...

- Offer unsurpassed durability and treat costly brake drums gently
- Provide optimum resistance to dangerous brake fade
- Assure dependable stopping power even when wet from a heavy rain
- Give smooth stops that insure passenger comfort—no grab, no jerk, no squeal

The same engineers who develop the friction materials that live up to these challenging standards custom-tailor them in the precise combinations to fit your needs, no matter what your equipment or where you operate.

So if you are as tough to satisfy as they are, we certainly should get together. The result for your fleet will be safety and superb performance at the lowest possible cost per mile.

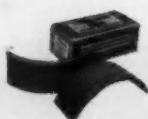
ASK YOUR JOBBER ABOUT THE RAYBESTOS HEAVY DUTY BRAKE CLINIC! *An illustrated technical program on the proper servicing of heavy duty brakes*



Woven Molded
Brake Blocks



Raylok® and Ray-Met®
Clutch Facings



PGT Heavy Duty
Truck Sets



V-Drive and Automatic
Transmission Plates



Full Molded
Brake Blocks



Heavy Duty
Brake Fluid

RELINE WITH
Raybestos
AMERICA'S BIGGEST SELLING FRICTION MATERIAL

RAYBESTOS DIVISION of Raybestos-Manhattan, Inc., BRIDGEPORT, CONN.
RAYBESTOS-MANHATTAN, INC., Brake Linings • Brake Blocks • Brake Fluid
Clutch Facings • Industrial Rubber • Mechanical Packings • Asbestos Textiles
Engineered Plastics • Sintered Metal Products • Rubber Covered Equipment
Laundry Pads and Covers • Abrasive and Diamond Wheels • Industrial Adhesives
Bowling Balls





FULL POWER... long or short haul!

Door-to-door delivery or highway hauling, Autolite Spark Plugs give you full power, full time. That's because Autolite Transport Spark Plugs are made especially for trucking: Heavier insulator offers resistance to high-voltage leaks—resists



PICK THE
PLUGS DESIGNED
FOR
TRUCKING...

breakage, too. Sturdy electrodes overcome heat and electrical erosion longer. Exclusive insulator tip design gives longer, cleaner life at peak performance. Autolite Spark Plugs—ignition engineered to answer every trucking demand!

AUTOLITE[®] TRANSPORT SPARK PLUGS



Don't miss the election news with Dave Garroway on NBC-TV TODAY Show—and "News on the Hour," NBC Radio, sponsored by Autolite.

ARMSTRONG TIRES WITH GRIP

VISIT OUR HOSPITALITY SUITE #580-82 AT THE

THE ARMSTRONG MIRACLE S-D

PATENTED TREAD-INTERLOCK
UPS GRIP 35%! . . . AND COMPARE
ARMSTRONG'S LONGER WEAR!



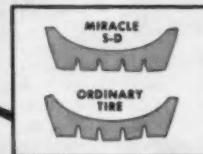
Interlocking Tread for Amazing Traction

Armstrong's exclusive tread grips road in *all* directions . . . gives 35% more traction than competitive tires. Accidents and road delays are prevented . . . profits maintained.



Patented "Bumpers" Give New Stability

Exclusive Armstrong "Intra-Tread Bumpers" prevent deep tread ribs from weaving under load or braking pressure . . . sharply reduce side-to-side scuffing to increase mileage.



Uni-Cushion Contour for Longer Wear

Armstrong's exclusive tire contour puts more *live* rubber squarely on road . . . gives longer, more even wear. See your Armstrong dealer — get the facts on the Miracle S-D.

ARMSTRONG RUBBER COMPANY

"MIRACLES:" — AND GUTS TOO!

WALDORF DURING THE TRUCKERS CONVENTION

THE ARMSTRONG MIRACLE S-L

PATENTED SIPES GIVE GREATEST-EVER
LUG TIRE TRACTION ... WITH NEW HIGH
IN BRUISE AND WEAR RESISTANCE!

Interlocking Sipes Give Maximum Grip

Four times as much siping as other leading lug tires — $\frac{5}{8}$ " deep and *interlocked* to add grip in *all* directions. Drivers get extra traction on or off the highway!



New Angled Lugs Increase Stability

Angled placement of bars and interlocking siping produce maximum drive wheel pull ... build up traction and bite ... give new freedom from side-slip and skidding.



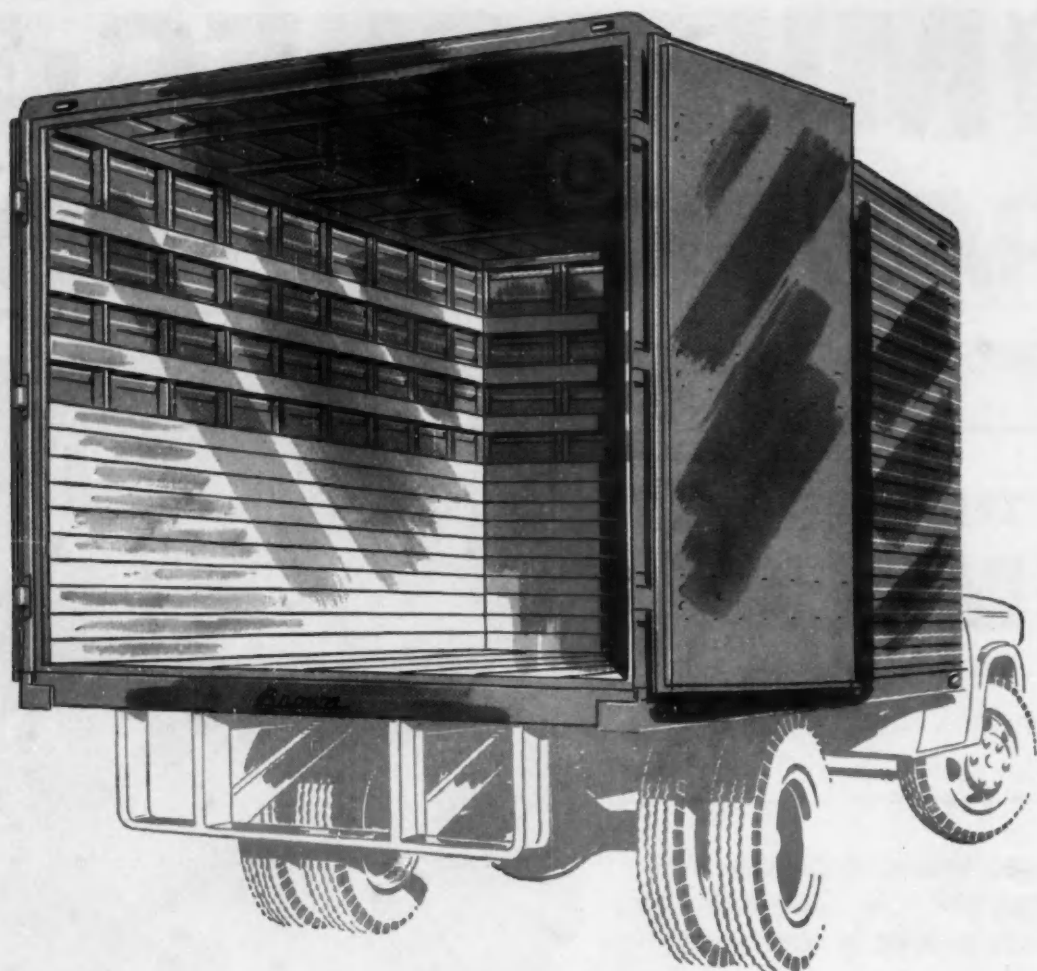
Uniform Shoulder Bars Add Mileage

Equal length shoulder bars and closer cross bars create wider, flatter tread ... give Miracle S-L as much as 25% to 35% longer wear than ordinary lug tires. Ask your Armstrong truck tire dealer.



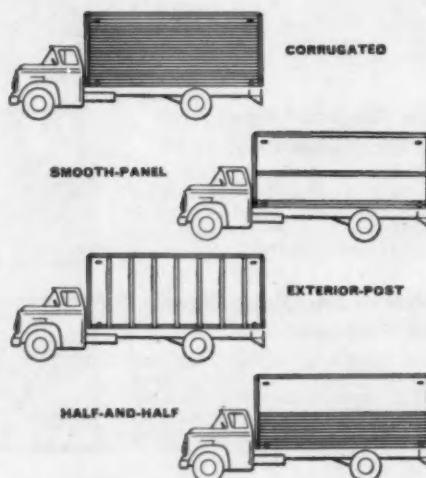
Home Office, West Haven, Conn.





This new Brown cargo van will outlast three truck chassis

Outlast three truck chassis? Almost every Brown Cargo Van ever produced is still in operation. The very first Brown Cargo Van sold to Spokane Public School System has outlasted four truck chassis—impressive evidence of the kind of service you can expect from your new Brown Cargo Van. **SIXTEEN BASIC MODELS**, each available in lengths from 9-ft. to 22-ft., give you the industry's widest range of models to choose from. **CHOOSE FROM FOUR EXTERIOR STYLES**, shown at right, pick the style to fit your needs. **MANY OPTIONS AVAILABLE** including wide and narrow two-panel rear doors, hinged or sliding doors, choice of flooring, liners, insulation, gates, etc... **PROMPT PARTS AND REPAIR SERVICE** through Brown's nationwide dealer organization means better service for both local and national fleet operators. **CALL YOUR LOCAL BROWN CARGO VAN DEALER** or write for free folder to



BROWN

**CLARK
EQUIPMENT**

**CLARK EQUIPMENT COMPANY
BROWN TRAILER DIVISION**
Michigan City, Indiana

Be sure to get a quote from your Brown Cargo Van Dealer

only DO-RAY® gives you the exclusive, revolutionary one lever, pull out feature

"FLASH-ALL"

other switches available:
No. 4—Emergency Switch with Indicator
No. 1020—Emergency Switch without Indicator

DO-RAY, as always . . . first with the finest, now brings you the most revolutionary development in traffic hazard switches. Another exclusive first . . . Flash-All . . . makes all others outdated. Only years of scientific "know how", engineering genius, and "on-the-job" testing enables Do-Ray to bring you these years ahead advancements.



Pat. Pend.



No. 1020—Emergency Switch without Indicator



No. 4—Emergency Switch with Indicator

No. 999—Deluxe "FLASH-ALL"

* No. 999—Deluxe "FLASH-ALL"

Completely modern . . . one lever does the whole job; controls all the turn signals. Slide lever to either side to flash directional signals. Pull lever out to flash all signals at the same time . . . meeting new ICC regulations. Yes, just one lever now does the job . . . no need to fumble in the dark for special switch, button or handle. Pilot indicator lights; rigid construction; all die cast parts. Easy to install; fits all wiring circuits. 999 (Metallic Grey); 999-C (Chrome Plated). 6, 12, or 24 volts.

* No. 4—EMERGENCY SWITCH WITH INDICATOR

Easy to install with existing turn signal indicators; fits any wiring circuit. Heavy duty toggle switch flashes all turn signals simultaneously. Sturdy steel construction. 6 or 12 volts. Also available less bulb to keep inventory at minimum—consult price list.

No. 1020—EMERGENCY SWITCH WITHOUT INDICATOR

Economy model to fit any existing installations . . . any wiring circuit. In "on" position, flashes all turn signals simultaneously. Easy to install; sturdy steel construction; heavy duty toggle switch. 6 or 12 volts.



Furnished with either No. 524 — 12 volt Heavy Duty Flasher (Flashes 1 to 6, 21 C.P. or 32 C.P. lamps); or No. 535 — 6 volt Heavy Duty Flasher (Flashes 1 to 6, 21 C.P. lamps only). Consult price list for switches without flashers.

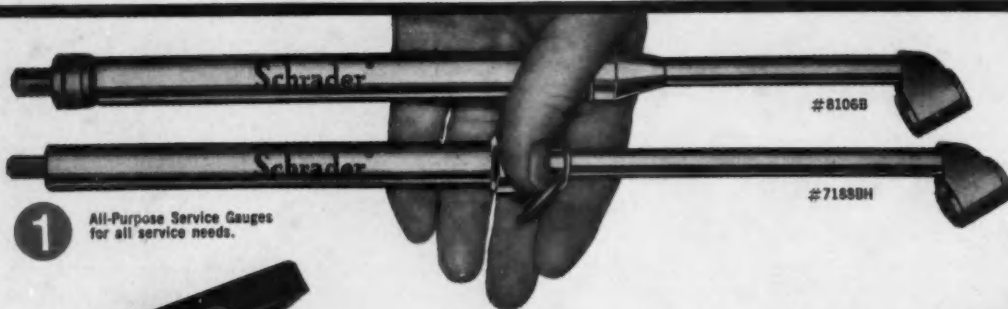
MOVE SAFELY WITH APPROVED LIGHTING & REFLECTING EQUIPMENT



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DO-RAY LAMP COMPANY, INCORPORATED

1458-68 South Michigan Avenue • Chicago 5, Ill., U.S.A.



1 All-Purpose Service Gauges for all service needs.



2 #630 Special Test Gauge for checking accuracy of all your gauges.



3 #3650 Chuck Gauge has all most-wanted features, is built to last. Has replaceable gauge unit.

USE THESE PRODUCTS FOR THE BEST IN TIRE SERVICE



#880V Standard metal cap with the powerful sealing unit. Order service packages of 100 caps. (Special high heat-resistant caps also available.)



4

"Swivel-T" core can't stick. Comes out easily. One piece plug construction and self-swiveling Teflon plug washer means a safer, stronger air seal.



#4000V Regular
#7613TV
Extra high and low temperature.



HOW TO MAKE GAUGING A PROFITABLE PRACTICE

Use genuine Schrader Gauges and be sure of the "health" of your tires. Catch flats before they happen on the road. Simply gauge all tires and compare pressures daily. Unreasonable pressure drops are danger signals.

Made certain all your gauges are accurate with Schrader's laboratory-type No. 630 gauge, for use only as a testing instrument. A protected, precision instrument exactly calibrated 0 to 160 lbs. will see that no inaccurate gauge is used on your valuable tires.

Install Schrader Chuck Gauges in all repair areas and save time and steps. Gauging, inflating, deflating...single push button control.

And don't forget to seal the air in. Stock genuine Schrader Caps and Cores for ready replacement. A "must" in every top fleet. Operate at top efficiency with an all-Schrader-Equipped shop. Your supplier has Schrader Air Chucks, Hoses, Valves and Accessories to make tire service run more smoothly. Specify them by name.

Send for this catalog



Schrader
a division of **SCOVILL**

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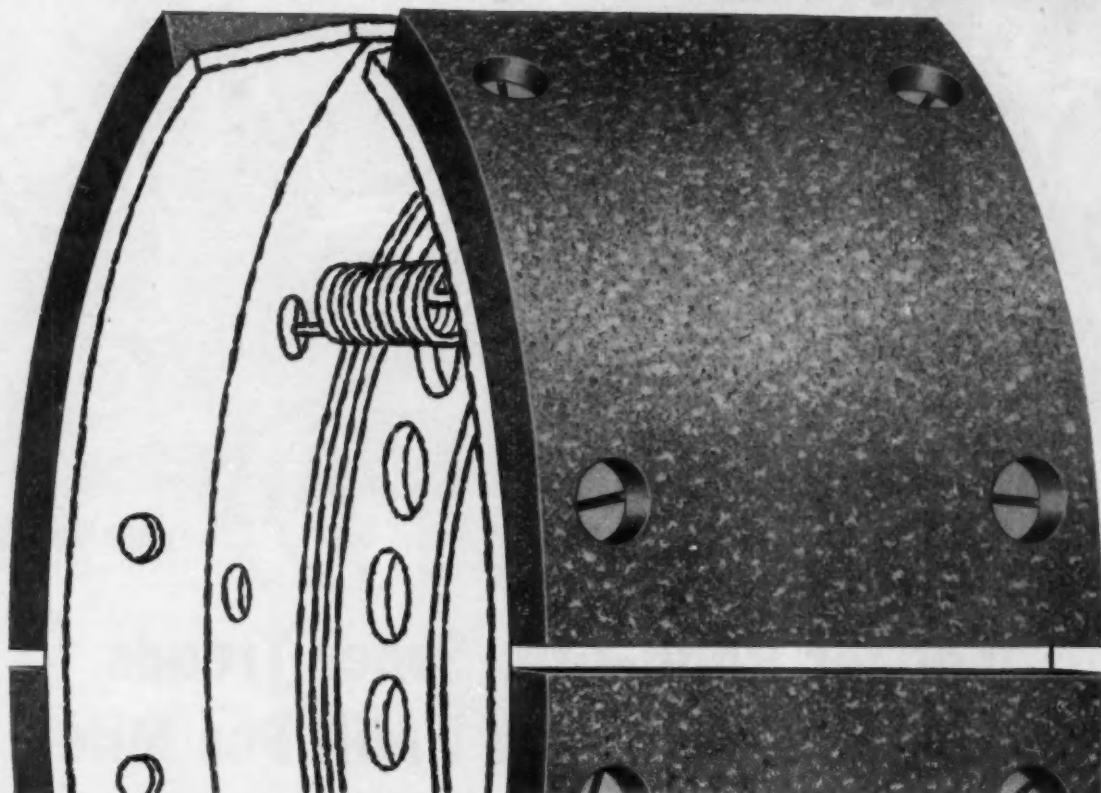
Division of Scovill Manufacturing Co., Inc.

FIRST NAME IN TIRE VALVES

FOR ORIGINAL EQUIPMENT AND REPLACEMENT

Made in America to American Standards of Quality

NEW ECONOMY FROM



"PORTOBLOCKS"

New Low-Cost Blocks for Medium-Duty Service

"Portoblocks" are specially designed for use on rigs where tough operation is not critical. Yet these new brake blocks, produced by Thermoid quality manufacturing methods, are far superior to conventional economy priced brands. They provide even better stopping and better service than some "so-called" first-grade blocks selling at far higher prices.

In fact, "Portoblocks" are made and finished to the same precision standards as Thermoid's first-line "Pressure-Forged" blocks.

Get the full story on new "Portoblocks" from your

Thermoid Distributor or write *Thermoid Division, H. K. Porter Company, Inc., 200 Whitehead Road, Trenton 6, New Jersey.*

New "Portoblocks" have:

- Safe stopping ability
- Excellent resistance to fade
- High-grade materials, including brass chips
- Precision ground for exact fit
- No-squeal construction

THERMOID DIVISION



H. K. PORTER COMPANY, INC.

PORTER SERVES INDUSTRY with steel, rubber and friction products, asbestos textiles, high voltage electrical equipment, electrical wire and cable, wiring systems, motors, fans, blowers, specialty alloys, paints, refractories, tools, forgings and pipe fittings, roll formings and stampings, wire rope and strand.



John Miller (left) and M. J. Wentzel (right) of the Dallas & Mavis Forwarding Co., Benton Harbor, Michigan, listen as Cooper Sales

Representative Al Barker points out the extra mileage and traction features of the new Cooper Road-Grip Super Tread.

Cooper Road-Grip Super Treads Cut Tire Cost Below 1 Mill Per Mile

Dallas & Mavis Forwarding Co., Benton Harbor, Michigan, hauls road-building equipment to all sections of the country. Maximum payloads must be carried to keep costs in line. The 53 flat beds and tractor units in this fleet must deliver at sustained speeds to job locations both on and off the highway. Over 5 million miles are logged each year.

M. J. Wentzel, Terminal Mgr., reports that Cooper Road-Grip Super Treads deliver as many as 183,000 miles before recapping. Costs have now been cut below one mill per mile for Dallas & Mavis since changing over to these new Cooper highway tires.

79% More Tread Depth

New Cooper Road-Grip Super Treads are delivering even more original mileage and low cost service for hundreds of other truck operators. One reason is the use of new super mileage Cooper Hi-

Carbon rubber and additional tread depth. The tread of the Cooper Road-Grip is 79% deeper than the ordinary highway truck tire. Moreover, super strong Cooper "Hi-T" nylon and Cooper Shock-Guard construction guarantee a practically damage-proof tire body. You get many more original miles, plus as many as 4 and 5 bonus mileage recaps.

More Traction, Too

Cooper Road-Grip Super Treads are scientifically designed to deliver both greatly increased lateral and power traction. There is more built-in lateral traction to protect against risky sideslips and jackknifing. There is also more built-in power traction to keep heavy loads moving—even on steep grades, hills and mountain roads.

Call your Cooper truck tire dealer for complete details and special low prices now in effect. Or write Dept. 118 today. Cooper Tire & Rubber Co., Findlay, Ohio.



Cooper Tires

Better products, *faster*, from your National Seal jobber:

New **NATIONAL FACE SEAL** for trailer axles makes oil-bath lubrication positive!

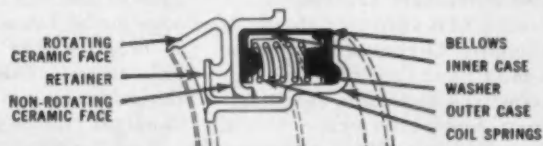
NO SPECIAL TOOLS NEEDED TO INSTALL THESE KITS

- New face seal ceramic on metal
- "See-thru" plastic hub cap lets you check bearing lube oil at a glance
- Instant lubrication in all weather
- Oil-bath diffuses heat—protects bearings
- Saves downtime and maintenance cost . . . no repacking needed
- Engineered for simple, fast installation
- Readily available through Federal-Mogul Service and leading jobbers



Here's big news for trailer operators! Now, National face seals bring you high-mileage-tested conversion kits for oil-bath lubrication that's *positive*. An exclusive National ceramic-faced seal that replaces other type seals insures perfect protection for brake efficiency. Oil is locked in to lubricate bearings. Remember, no special tools are needed to convert to National face seals. The money-saving advantages of National kits are proven. Check with your National Oil Seal jobber or write for complete information.

EXCLUSIVE NATIONAL FACE SEAL FEATURES



Note: Wear on this seal is on a tough ceramic surface—not on rubber or leather parts against steel. Dirt particles, being softer than the ceramic seal, cannot lodge in this surface to accelerate wear as with other rubber-to-metal seals.



NATIONAL OIL SEALS

FEDERAL-MOGUL SERVICE

DIVISION OF FEDERAL-MOGUL-BOWER BEARINGS, INC. • DETROIT 13, MICHIGAN



100% ON TIMKEN® BEARINGS FOR 23 YEARS TO GET TOP PERFORMANCE

... says Inland Petroleum Transportation Co., Inc., Seattle, Washington

FAMOUS throughout the Northwest for their reliable service, Inland Petroleum Transportation operates 110 vehicles through Washington, Oregon, Idaho, Montana and British Columbia. It's rugged country—mountain, desert and seacoast. And it calls for top vehicle performance in hauling bulk petroleum, chemicals and cement on schedule. "That's why", says Mr. Carl Seaberg, Maintenance Superintendent, "we've used only Timken® tapered roller bearings for 23 years".

Thousands of fleet owners who demand top performance and economy in bearings buy Timken bearings just as Inland Petroleum does—on price. *Not initial price*—but *price per mile*. They know it isn't the price you pay for bearings that counts, it's the performance you get.

And Timken bearings give you exceptional performance because we guard their quality at every step from start to final inspection. Even the steel that goes into the bearings is carefully selected. We've

been producing the finest alloy steel for many years so we know good bearing steel—and use it.

For your replacement bearings, do what most truck manufacturers do. Specify Timken tapered roller bearings. And to get the most from your Timken bearings, send for free, information-packed booklet, "Fleet Owner Service Manual". The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ont. Cable address: "TIMROSCO".

Lowest price per mile ...
mile after mile after mile

TIMKEN®
tapered roller bearings



STEEL hammer case

For a lifetime of service! Even with the roughest treatment, you can't break it. Made of special heat treated alloy steel, this exclusive Ingersoll-Rand feature on the Size 407 protects the hammer mechanism from sharp blows, yet is lightweight for easy handling. Look for red ● ball extras like this before you buy!



**AIR
IMPACTOOL**
Size 407, 1/4" Drive

another red ● ball extra

● **Built-In Air Control.** Adjustable trigger stop (an I-R exclusive) controls power. Air-balanced throttle valve provides full power range with smooth and complete control.

● **6-Vane Air Motor.** Compare a "six" with a "four" . . . you get greater power, smoother operation, higher starting torque.

● **"Cuss-proof" Socket Retainer.** Sockets can't fall off accidentally, but strong, spring-held retainer can be easily replaced. Another I-R exclusive.

● **"2-Pack" Construction.** Either the impact mechanism "pack" or the motor "pack" can be serviced individually without disturbing the other.

● **Electronic Precision.** Special electronic equipment double-checks machined parts for perfect mating of all surfaces and bores.

*best design—biggest line
look for the red ● ball extras*

Ingersoll-Rand

51A-18

11 Broadway, New York 4, N. Y.

**INSTALL DELCO-REMY
IGNITION PARTS
TO KEEP FLEET
PERFORMANCE UP,
MAINTENANCE
COSTS DOWN!**



Properly functioning ignition systems in your fleet vehicles can do a lot to cut down-time and keep fleet operations profitable. Regularly scheduled inspections of units can stop emergencies before they start. The distributor, for example, is one of the most important units in the ignition system. Preventive maintenance procedures that regularly search for and replace worn ignition components help insure the dependability of the fleet operation.

For dependable service replace with reliable Delco-Remy parts. They are the *quality* ignition service parts designed for hard working fleet vehicles. They're ready to install and make ignition systems perform like new.

1

DELCO-REMY DISTRIBUTOR CAPS are designed and built of highly dielectric, shock and heat resistant materials, and feature voltage-saving internal ribs.

2

DELCO-REMY CONTACT SETS are factory-adjusted and aligned for quick, easy installation. Heat-sealed, moisture-proof packages protect contact sets against dirt and oxidation.

3

DELCO-REMY ROTORS combine maximum strength with minimum weight and superior balance to assure smooth rotation at slow or turnpike speeds.

4

DELCO-REMY CONDENSERS assure correct electrical capacity and resist voltage breakdown. Hermetic seal keeps out harmful moisture, oil, and vapors.

Delco-Remy electrical parts are available at car or truck dealers, or through the United Motors System.

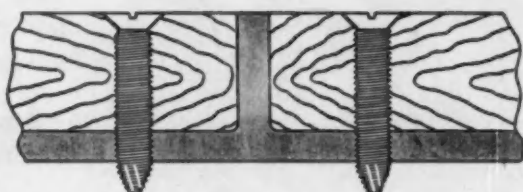
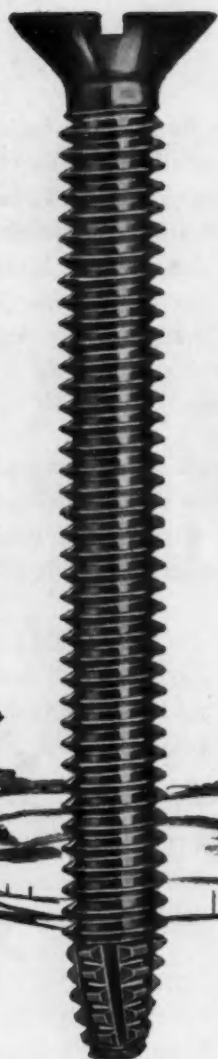
Delco-Remy electrical systems



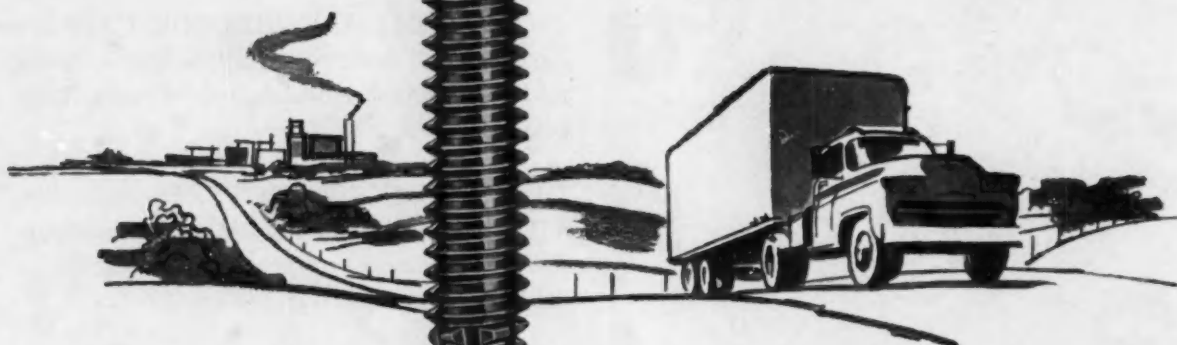
FROM THE HIGHWAY TO THE STARS

DELCO-REMY • DIVISION OF GENERAL MOTORS • ANDERSON, INDIANA

*From the world's
largest manufacturer
of automotive
fasteners...*



Here's how floorboard screws are applied to provide a tight, firm base for heavy loads.



NEW FLOORBOARD SCREWS

bright zinc and clear chromate finish... in cartons or bulk



Now Lamson offers you a new, fast-moving fastener item. These Floorboard Screws are widely used in maintenance and replacement of trailer floors.

For distributors, they offer extra sales to fleet operators and repair shops. For maintenance shops, they offer top quality, dependability and ease of application.

Shipment made from stock on the following sizes:

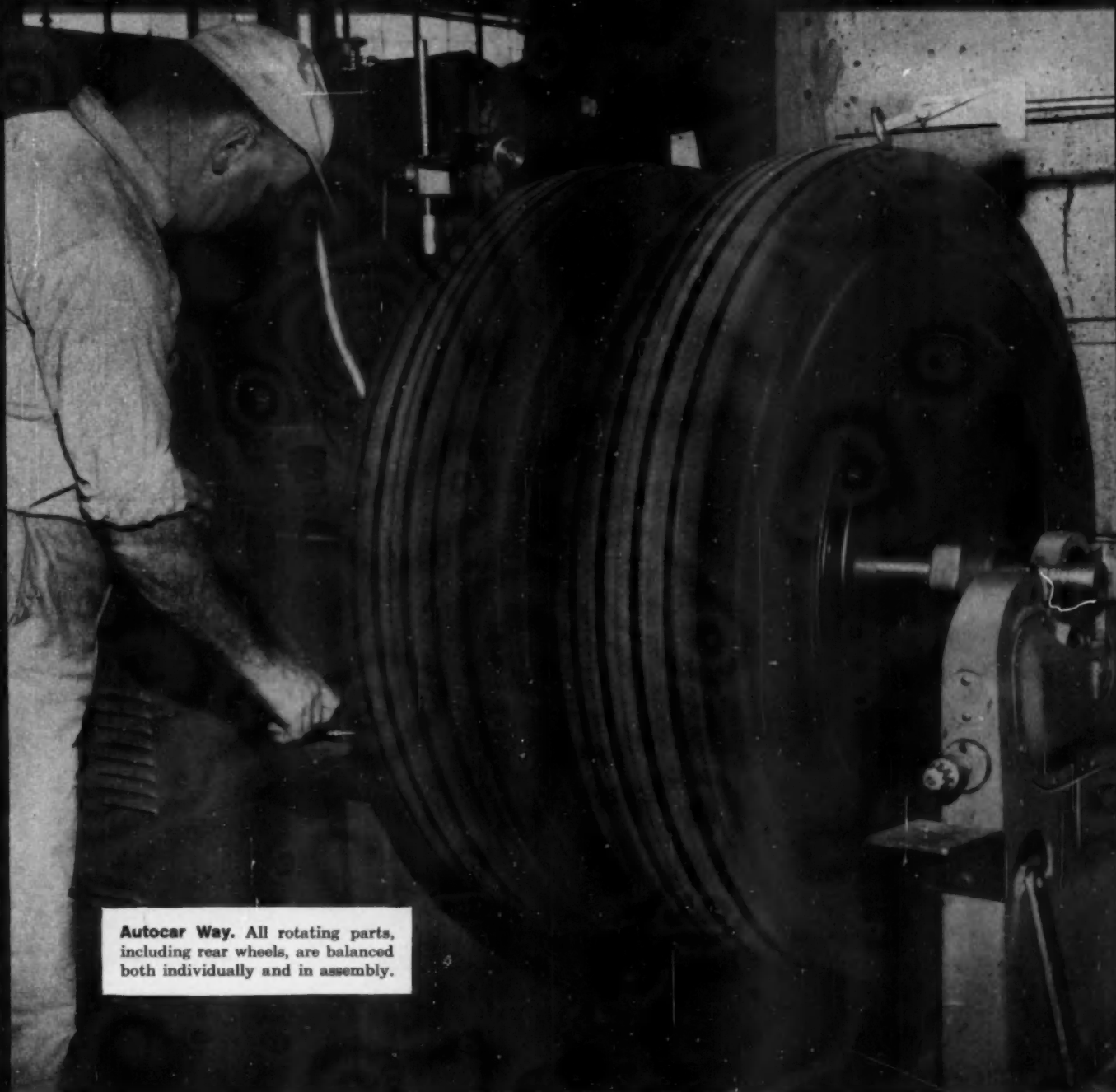
$\frac{1}{4} \times 1\frac{1}{2}"$
 $\frac{1}{4} \times 2"$
 $\frac{1}{4} \times 2\frac{1}{4}"$
 $\frac{1}{4} \times 2\frac{1}{2}"$
 $\frac{1}{4} \times 3"$

Write today for price list!

LAMSON & SESSIONS

5000 TIEDEMAN ROAD • CLEVELAND 9, OHIO

Plants in Cleveland and Kent, Ohio • Chicago and Birmingham



Autocar Way. All rotating parts, including rear wheels, are balanced both individually and in assembly.

Better Balance...as you find it in the "World's Finest"

Better balance means improved performance. Means less maintenance. Means more driver comfort.

Better balance is an exclusive Autocar quality. Every rotating component in an Autocar is balanced with meticulous care. Hubs and drums, wheels, front and rear tires,

for example, are balanced both individually and in assembly. Drive shafts are balanced at speeds up to 3,000 rpm to within *one ounce inch*.

That's balance. That's quality. That's how Autocar provides the greatest performance. Why take less than the "World's Finest"?



Division of
The White Motor Company, Exton, Pa.

● More details? Circle 123 on reply card inside back cover

Don't put up with
poor tire performance
and premature failure
when . . .

BUYING THE RIGHT TRUCK TIRE IS AS EASY AS B-F-G

NO DOUBT ABOUT IT—the right truck tire for you depends on what you haul, where you haul it, and what you haul it in. In many cases, it also depends on where the tire is—drive, front or trailer wheel.

The next time you need truck tires, discuss the problem with your B.F. Goodrich dealer (listed under Tires in the Yellow Pages). He knows his BFG tires and the work they're built to do (just about any trucking job you can name because B.F. Goodrich makes tubeless and tube-type tires, Tyrex and nylon tires, tires with rib treads, traction treads, special compounds, breaker strips—even tires with steel cords).

Buying the right truck tire is as easy as following your BFG dealer's recommendations. You'll be dollars and miles ahead—no doubt about it. *The B.F. Goodrich Company, Akron 18, Ohio.*



IN THE ROUGH

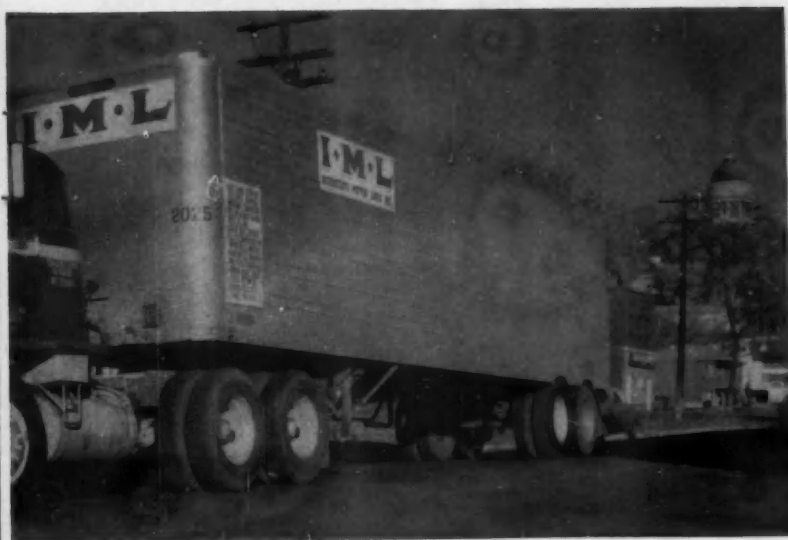
Heavy loads on rutted roads—or no roads at all. Highway delivery work, too. Put B.F. Goodrich All-Purpose tires on drive wheels. Massive cleats for traction in the rough, thick ribs for mileage on the highway, nylon cords for extra strength. The Power Express tire is fine for front wheels.





ON THE TOWN

Lots of stop and go driving. Lots of curb rubbing. Lots of abuse, day in, day out. Just the job for B.F. Goodrich Power Express tires (they come on new trucks). Hundreds of tread edges resist skids. Available in BFG tubeless construction, too, for added puncture and bruise-blowout protection.



ACROSS THE COUNTRY

Long distance, high speed highway hauling. Constant pounding. You need a premium-quality tire—the B.F. Goodrich "100,000-mile" Traction Express on drive wheels. BFG Flex-Rite Nylon cords withstand impacts, can be retreaded again and again. For front and trailer wheels, use the BFG extra-tread Super Express.





YOU CAN LOOK . . .

But it's the vital differences you can't see that make such a big difference in an engine!

● Your naked eye can't *see* the remarkably even grain structure in Allied cylinder sleeves. But it's there. The *right* hardness. The tiny flakes of graphite perfectly distributed. The result: fast, scuff-free break in . . . followed by exceptional wear resistance.

In short, you can't *see* the difference centrifugal castings make . . . except in your service records for long, trouble-free service.

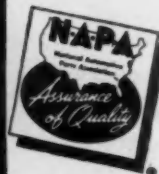
Allied pistons have equally important differences. The tolerances that are the closest in the industry. The extra features like tin finish on all aluminum pistons. The perfect match in both design and materials for the original equipment you're replacing.

This same quality extends to the chrome ring sets in every Allied sleeve assembly . . .

rings of the latest design that have proven their superiority more times than any other make of ring . . . in both original equipment and replacement applications.

Better see your N•A•P•A Jobber now . . . about the differences you can't see . . . until Allied helps you write them in your service records.

**ALLIED AUTOMOTIVE PARTS COMPANY
INDIANAPOLIS 7, INDIANA**



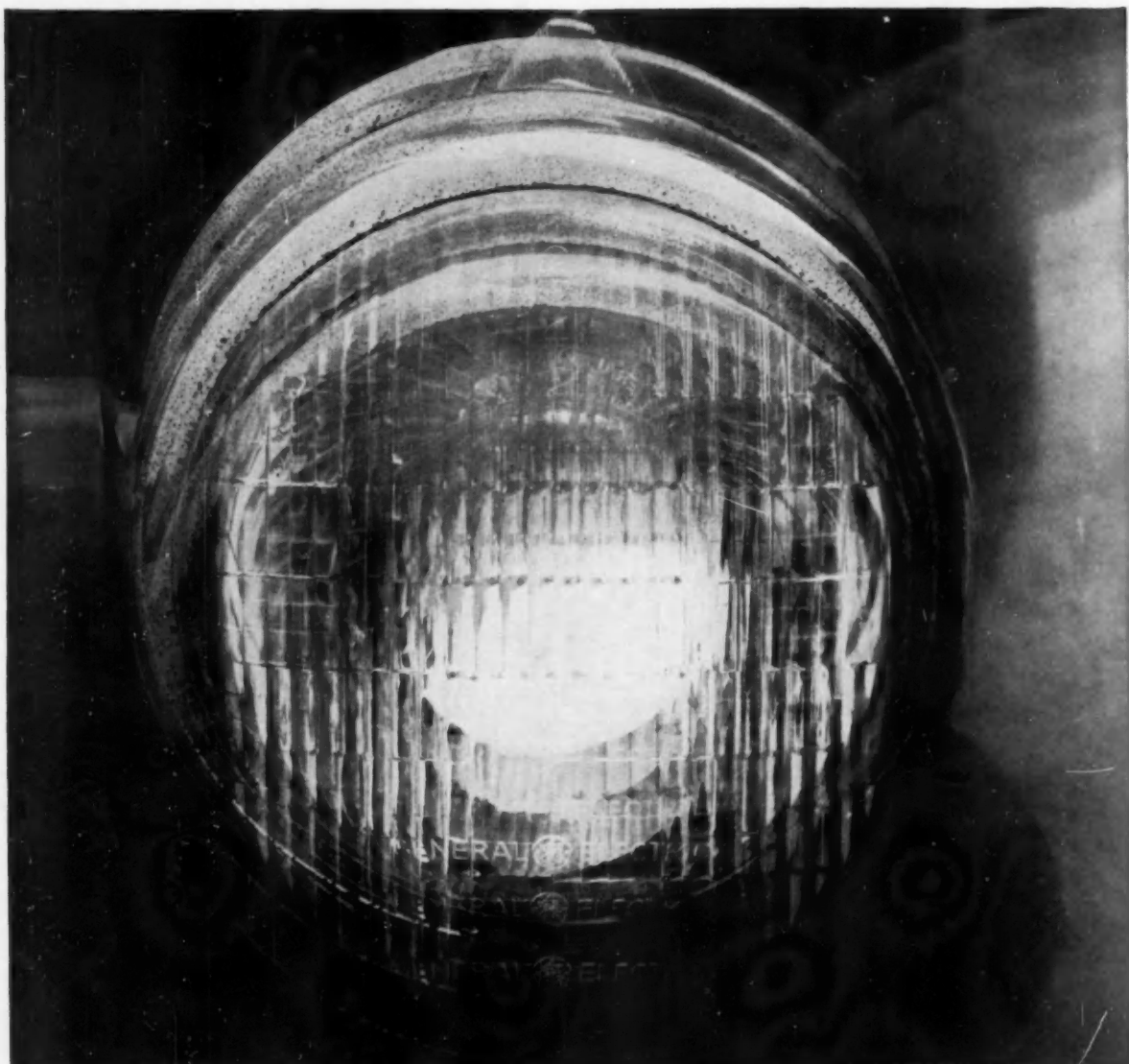
Dale Robertson, Mister Jim Hardy of Wells Fargo TV Fame, rolls his steeds of stardom and racing horses in regal air-suspended style behind the champ of the Reo line—a custom Reo AC-403. Chosen for its handsome ruggedness and responsive, smooth-rolling power, the Gold Comet engined Reo Highway COE was engineered in our factory under Mr. Robertson's personal supervision. We've found working in such close cooperation with our customers results in satisfaction and a pride of ownership achieved in no other way.

REO DIVISION, The White Motor Company, Lansing, Michigan.



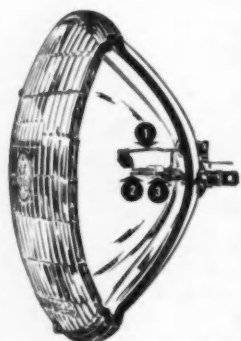
Gold Standard of Values





TAKES SHOCK! New G-E Rough-Service Headlamps are built to take a beating and still give twice as much light where it's needed!

Here's why: New G-E rough-service headlamps (#6013 for 2-headlamp trucks, #4005 for the low beam of the new 4-headlamp systems) have three special features that make them able to withstand rough treatment.



- 1. SEPARATE ROD** holds the filament shield so the shield's vibration is not transmitted to filaments. Only G-E rough-service headlamps have this.
- 2. LOW TEMPERATURE FILAMENTS** give greater mechanical strength and reduce lamp failures under rough road conditions.
- 3. CERAMIC SHOCK ABSORBER** holds lead-in wires firmly, prevents them from moving independently. Thus, filaments and light beams resist distortion from shock or vibration.

And these lamps give *twice* as much light in the low beam down the right side of the road as any previous heavy-duty headlamp. General Electric Co., Miniature Lamp Dept. M-032, Nela Park, Cleveland 12, Ohio.

Progress Is Our Most Important Product

GENERAL  ELECTRIC

! FLEET OWNERS! ! BODY BUILDERS !

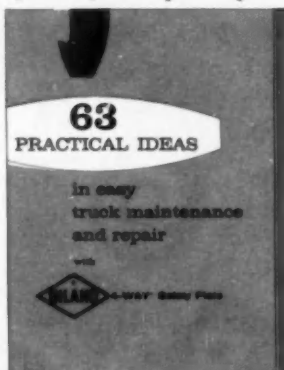
YOUR SHOP SHOULD NOT BE WITHOUT THIS VALUABLE MANUAL!

IT'S FREE!

**"63 PRACTICAL IDEAS ON TRUCK
MAINTENANCE AND REPAIR WITH
INLAND 4-WAY SAFETY PLATE"**

- Bumpers and tailgates
- Steps, ramps, walkways
- Floors and interiors
- Exterior, interior trim
- Replacement fenders, floors
- Hatches and access ladders
- Bulkheads, cab protectors
- Shop applications

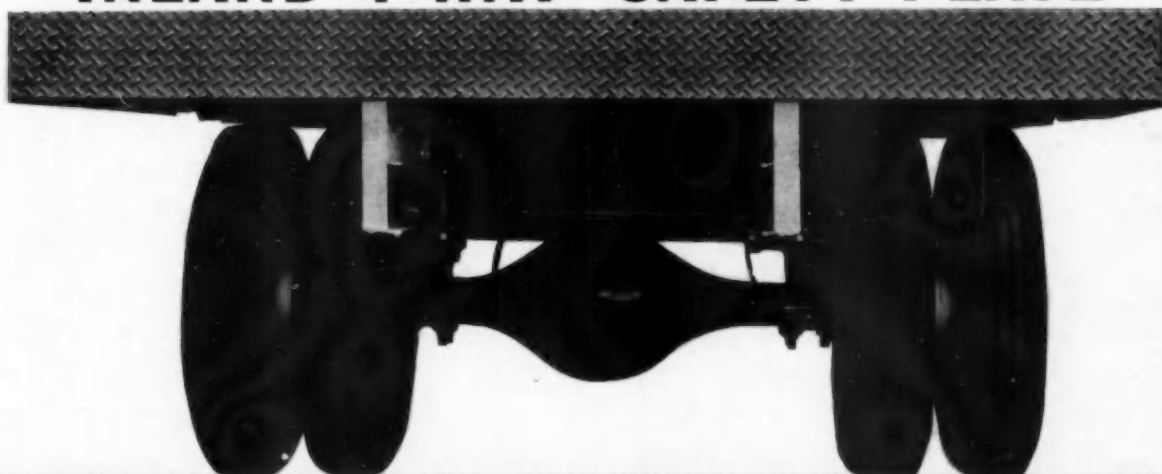
A wealth of information that can make your maintenance job easier, more efficient and less costly.



4-WAY

SAFETY PLATE . . . the tough steel plate with the distinctive raised-lug pattern, can make your trucks and trailers stronger, safer and more attractive. 4-WAY comes in three pattern sizes and in thicknesses from 18 gage to 3/4". This practical handbook, designed for use in fleet maintenance and truck body building shops, offers clear, easy-to-understand ideas that you can USE. Whether the job be repair, or as part of original equipment, Inland 4-WAY Safety Plate offers more versatility, more protection and more safety; than any other rolled steel plate material.

INLAND 4-WAY® SAFETY PLATE



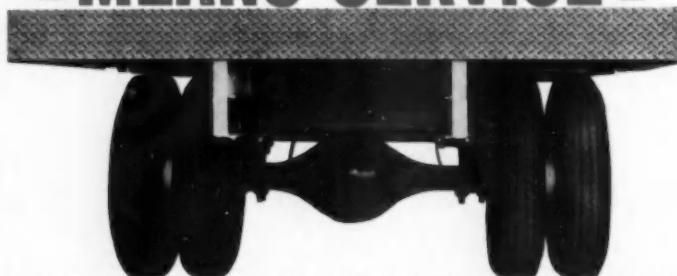
STAMP
HERE

Mail
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card to
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STEEL
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Inland Steel Com-
pany, 30 W. Monroe
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FOR FURTHER INFOR-
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MANUAL,
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PAGE.





**! THIS INSIGNIA !
! MEANS SERVICE !**



Your Steel Service Center can supply you with 4-Way Safety Plate and many other Inland Steel Company products. The Manual described on the reverse side of this page is an example of the many services offered by your Steel Service Center.

Whatever your need—emergency—rush job—or the steady flow of steel items delivered into your shop or plant exactly as scheduled and precisely when you need the material . . . you can depend on STEEL SERVICE CENTER reliability!

What's more, your Steel Service Center is equipped to cut sheets or plates to your requirements—provide the right steel for your design and fabrication problems.

Dealing with your Steel Service Center is like adding both a staff of experts and costly facilities to your operation without investing a penny. You save on inventory, storage space and man power.

mail this card today

Sirs:

I would like to receive a FREE COPY of Inland Steel Company's "63 Practical Ideas in Easy Truck Maintenance and Repair with Inland 4-Way Safety Plate."

NAME _____

COMPANY NAME _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____

THIS REPLY CARD WILL
BRING YOU INLAND STEEL
COMPANY'S NEW
MAINTENANCE AND REPAIR
MANUAL WITHOUT COST
OR OBLIGATION

Simply fill in the necessary in-
formation and address it to your
Steel Service Center, or to
Inland Steel Company, 30 W.
Monroe St., Chicago 3, Ill.

(See other side of
this page for
description of FREE OFFER.)

INLAND STEEL COMPANY
30 W. Monroe Street
Chicago 3, Illinois



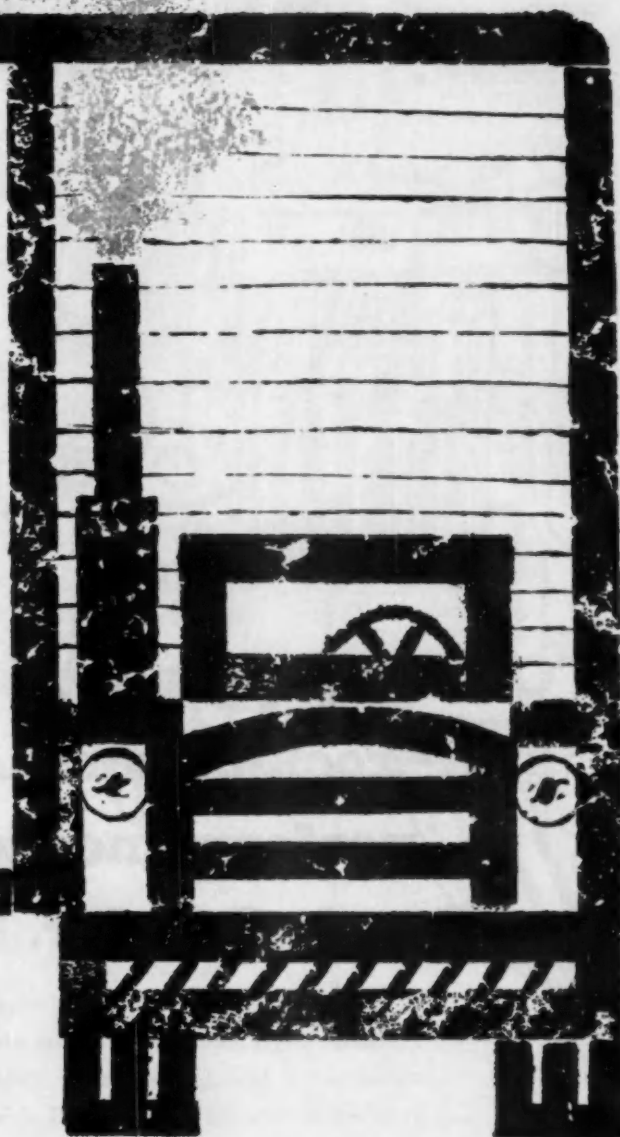
New diesel fuel additive that cuts down exhaust smoke, keeps fuel injectors clean, reduces truck "down time"

After extensive field and laboratory tests with a variety of diesel equipment and conditions, an Oronite Chemical Company fuel oil additive, OFA 265, has shown remarkable results in solving costly problems for the diesel truck operator.

In one fleet field test OFA 265 boosted injector life 63% with the average interval between injector replacements increasing to 70,000 miles. Moreover, injectors operating on fuel containing OFA 265 for 50,000 to 69,000 miles produced a smoke level equivalent to that of a clean reconditioned injector. The Oronite additive provided protection from lacquer, gum and rust deposits on the injection system parts—keeping smoke, power and fuel consumption at clean engine levels. The additive will keep new systems clean for extended periods and prevent further deposition in dirty injectors.

Oronite OFA 265 is readily soluble in diesel fuel and easily blended into the fuel. It's chemically stable and presents no storage problems.

WRITE FOR TECHNICAL BULLETIN giving full story on Oronite OFA 265. Address your inquiry to any Oronite office.



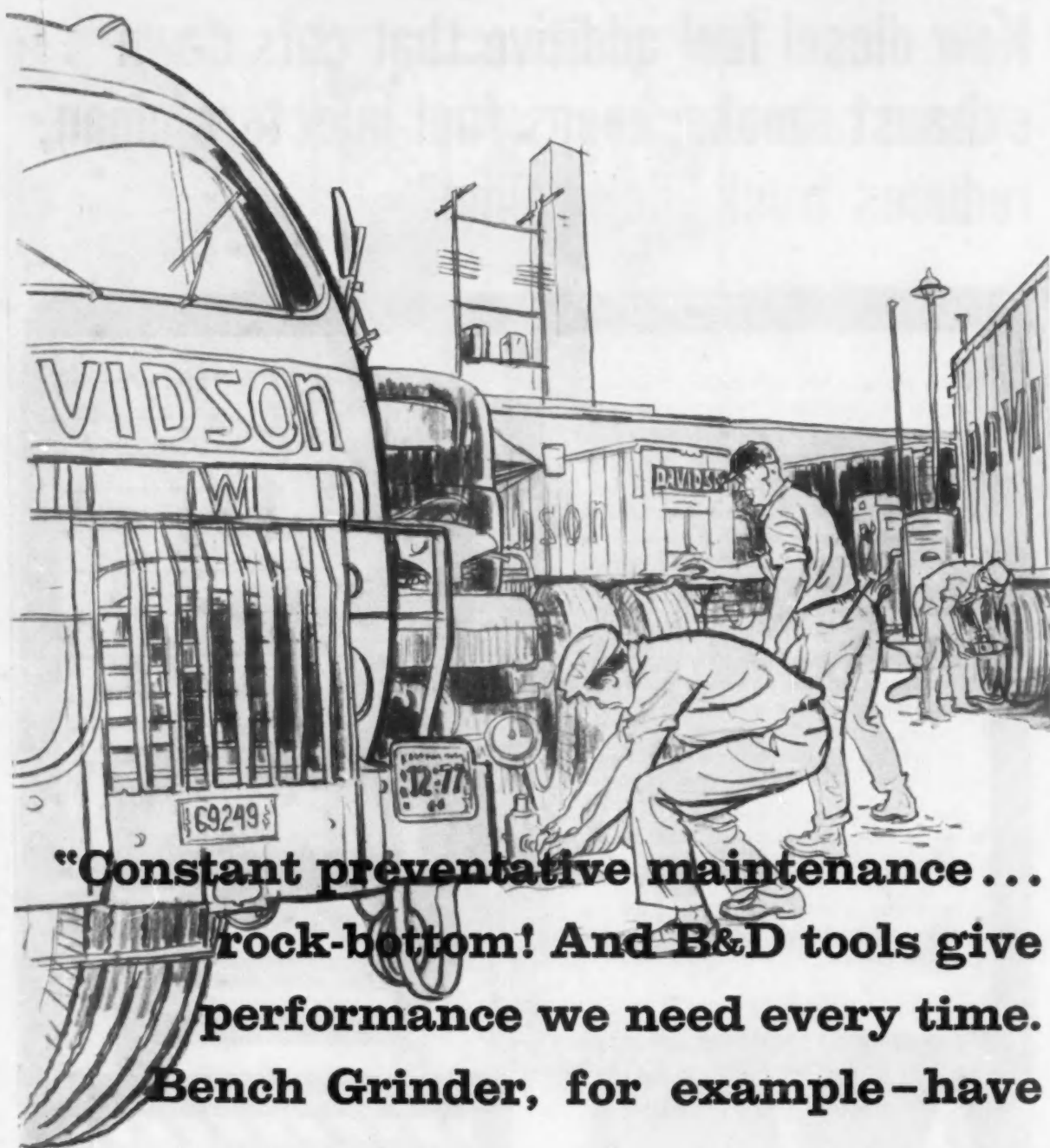
ORONITE CHEMICAL COMPANY

A CALIFORNIA CHEMICAL COMPANY SUBSIDIARY

EXECUTIVE OFFICES • 200 Bush Street, San Francisco 20, California

SALES OFFICES • New York, Boston, Wilmington, Chicago, Cincinnati, Cleveland, Houston, Tulsa, Los Angeles, San Francisco, Seattle

FOREIGN AFFILIATE • California Chemical International, Inc., San Francisco, Geneva, Panama



**"Constant preventative maintenance...
rock-bottom! And B&D tools give
performance we need every time.
Bench Grinder, for example—have**

TOP CHOICE OF TOP MECHANICS...

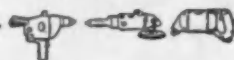


Joseph M. Bernay, Purchasing Agent,
The Davidson Transfer and Storage Co., Baltimore, Md.

**that's how we keep downtime at
us the round-the-clock maintenance
These tools—like our B&D
given us years of dependable service."**



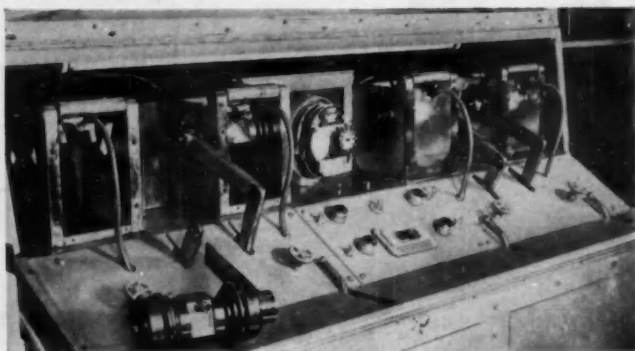
All Black & Decker tools are made to stand up under the daily grind, and then some. Their reliability is certain, their power is famous, their handling ease is exceptional. That's what has made B&D a heavy favorite in the shop . . . a leader in the automotive field for 50 years.



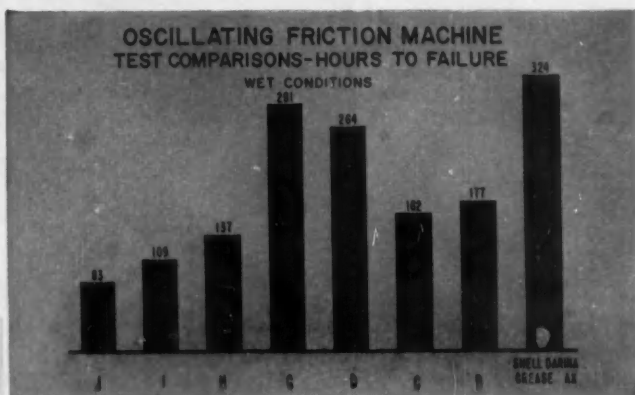
Black & Decker®

Towson 4, Maryland

NEW heavy-duty sets

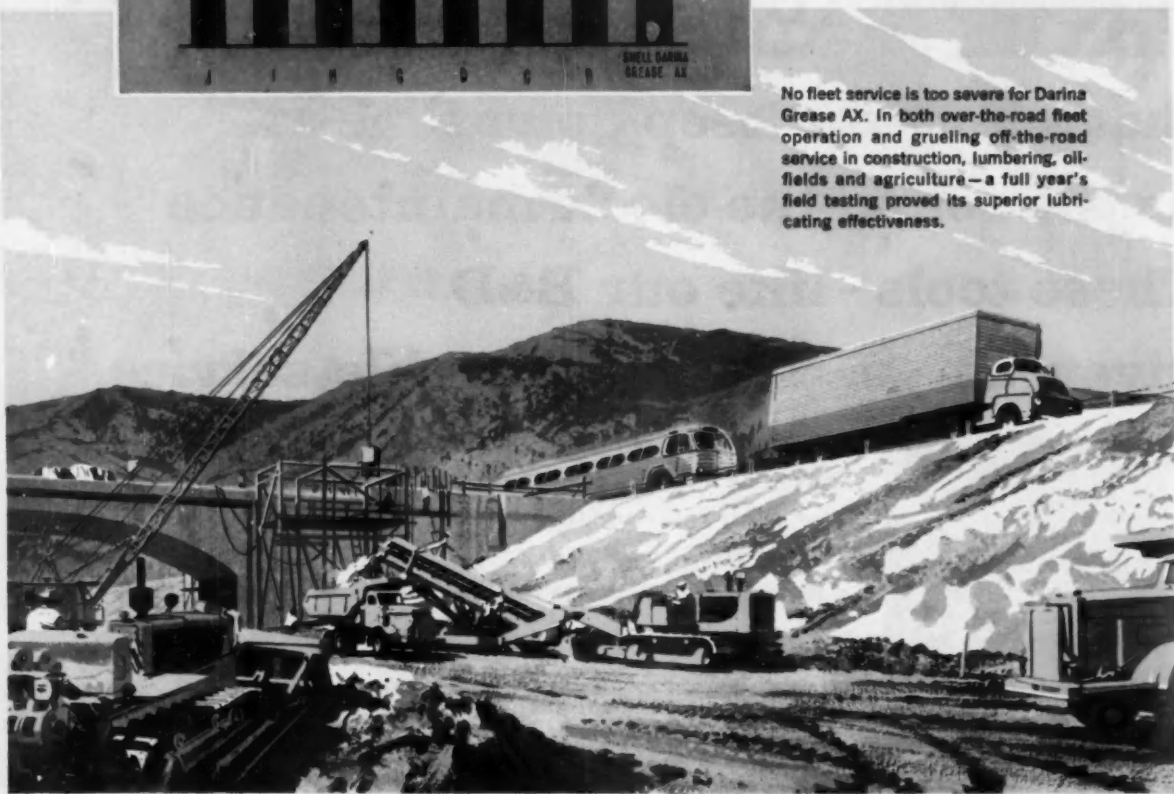


The Shell Oscillating Friction Machine that proves the superior effectiveness of Shell Darina Grease AX under both wet and dry conditions is shown.



No widely used grease—not even the best premium, multi-purpose greases—can compare to the “hours to failure” record set by Darina Grease AX. Chart shows results of the more severe “wet” condition test.

No fleet service is too severe for Darina Grease AX. In both over-the-road fleet operation and grueling off-the-road service in construction, lumbering, oil-fields and agriculture—a full year's field testing proved its superior lubricating effectiveness.



automotive grease endurance test record

New findings about Shell Darina Grease AX change maintenance practice for heavy-duty fleets

The toughest job for automotive greases is in shackle-type bearings where the movement is confined to short arcs of 15 degrees or less. Until now, however, most machines that evaluated greases used *rotating* bearings.

The Shell OFM Test (Oscillating Friction Machine Test) equipment, shown on left, duplicates severe *oscillating* service conditions. Bar chart shows how one grease — Darina® Grease AX — outlasts other greases.

Shell Darina Grease AX is a new development that is based on a water-proof MICROGEL* component. Contains *no soap!* Developed by Shell Research to give these qualities:

WASHOUT RESISTANCE. In ASTM water washout test, loss of Darina Grease AX was only one percent compared to washout rates as high as 12% for conventional multi-purpose greases.

WATER ABSORPTION. Tests prove that even water saturation cannot destroy the lubricating efficiency nor metal adhesion properties of Darina Grease AX.

MECHANICAL STABILITY. Darina Grease AX won't liquefy and run out. Its stability is unexcelled by any other type multi-purpose lubricant.

Road Service Confirms Tests

Results are in from sixteen major operators of heavy-duty equipment covering 30 million miles and a wide range of service. Report after report shows how Darina Grease AX extends wheel bearing and chassis lube mileage.

Over 1000 automotive units were used. The results in all cases showed that Darina Grease AX provided superior lubrication for wheel bearings, shackles, kingpins, steering linkages, and other chassis parts.

Shell Darina Grease AX is specially formulated to lubricate heavy-duty equipment that operates under adverse conditions of terrain and climate.

No matter what type of heavy-duty fleet vehicles you operate, you will want the full story on Shell Darina Grease AX. Write or phone today.

*Trademark



SHELL OIL COMPANY

50 West 50th Street..... New York 20, New York
100 Bush Street..... San Francisco 6, California
In Canada: Shell Oil Company of Canada, Limited,
505 University Avenue..... Toronto 2, Ontario



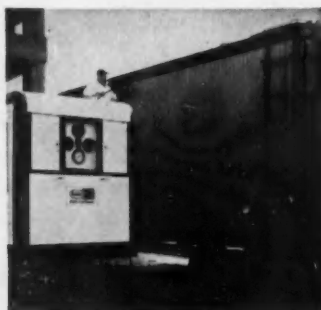
Attain zero

WITH PURECO CO₂
"BLAST CHILLING"

Maintain zero

WITH PURECO
"DRY-ICE"

**Pureco CO₂ Blast Chilling drops
temperatures to sub-zero in seconds!**



Pureco Carbon Dioxide liquid sprayed into trucks or rail-road cars reduces interior temperatures to sub-zero in seconds. The warm moisture-laden air is flushed out and replaced with cold, dry vapor, thus preventing any "heat shock" from loading temperatures. Time-consuming pre-cooling periods are shortened—after loading pull-down periods are eliminated—product temperatures remain constant. Result . . . savings in fuel and maintenance.

Pureco CO₂ Blast Chilling needs no special equipment . . . it works with what you now have . . . mechanical units, hold-over systems or "DRY-ICE".

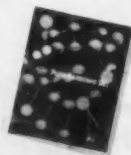
Pureco "DRY-ICE" holds zero temperatures.

Pureco "DRY-ICE" is the coldest (-109°F) solid refrigerant commercially available. It is simple to use, easy to handle, does not melt but passes directly to a gas. The degree of cooling of "DRY-ICE" can be thermostatically controlled by blowers or other simple means.

Have a trial Blast Chilling demonstration.

Pureco would like to demonstrate the specific uses of Pureco CO₂ Blast Chilling and "DRY-ICE" to you in your plant under your working conditions . . . with no obligation on your part. Call your local Pureco representative for details or write:

New Pureco booklet "How Carbon Dioxide Serves You". Write for free copy.



PURE CARBONIC

Pure Carbonic Company, A Division of Air Reduction Company, Incorporated
Nation-Wide Pureco CO₂ Service-Distributing Stations in Principal Cities
General Offices: 150 East 42nd Street, New York 17, N.Y.

AT THE FRONTIERS OF PROGRESS YOU'LL FIND AN AIR REDUCTION PRODUCT

Be Safe! Keep Rolling, with Fruehauf's Fleet Maintenance Plan!

Avoid Fines, Prevent Down Time, and Cut Operating Costs!

Year-round preventive maintenance by Fruehauf on a regular, prearranged basis will keep your fleet in safe operating condition at all times, eliminate road check fines, and reduce down time. It will also make investment in costly shop facilities unnecessary, and free you from administrative cost in your Trailer upkeep program.

Wherever any unit in your fleet goes, Fruehauf Service is near at hand. If you have a regular service arrangement, your emergency repair work, road check precautions, or timely maintenance work can be handled anywhere, and the charges applied to your home office account. You save unnecessary emergency expense and accounting costs.

Uniform factory-caliber service is available at Fruehauf Branches in all principal cities. Thus, parts installations and complex repairs such as welding done on all of your units, including tanks, is always of uniform, high quality. Costly or unprofessional work in faraway areas is eliminated. All Fruehauf Branches are fully acquainted with all local and I.C.C. regulations. Many major trucking companies are letting Fruehauf handle their entire fleet maintenance program.

Complete service and low-cost parts replacement are available at Fruehauf for all Trailer makes. This eliminates "shopping" and travel time between several repair specialists. Painting, lengthening, converting, insulating, and major body repairs are also available, as well as routine lubrication, safety-checks for I.C.C. safety purposes, and other maintenance work.



***You Can Avoid This By Using A Regular Fruehauf Preventive Maintenance Plan . . . tractor inspection, cab repairs included**



Fruehauf Branches are equipped for major repair and conversion jobs too, at convenient low terms.



FRUEHAUF TRAILER COMPANY

10940 Harper Avenue • Detroit 32, Michigan

- ☐ Send full facts, without obligation, on Fruehauf's Fleet Maintenance Plan.
- ☐ Mail FREE "Fruehauf Parts and Accessories" newspaper in full color.

Name

Company

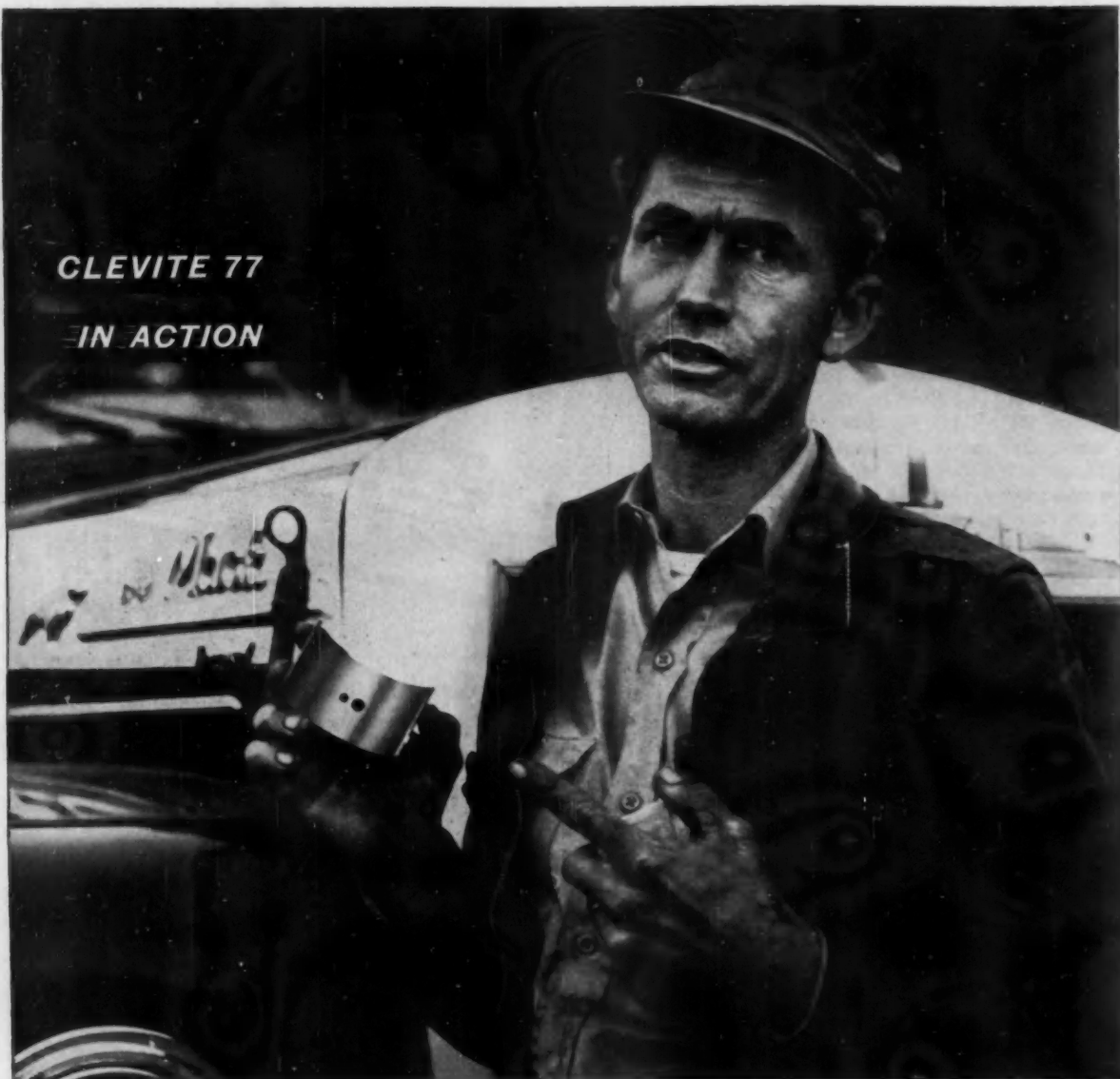
Address

City State

(PLEASE PRINT)

CLEVITE 77

IN ACTION



"You can't beat Clevite 77..."

... I know because I personally do all my own engine repairs and see firsthand how the bearings stand up. In fact, I've got a Mack with Clevite 77 bearings in it that's been hauling a 32,000 pound payload since 1956—and the bearings are as good as new. With a fleet of 12 trucks carrying sand and gravel everyday, I've got to have bearings that can take it."

Other fleet owners like Mr. Jenkins are learning that Clevite 77 bearings have the built-in quality to perform at a profit. Their patented tri-metal construction gives smoother operation and longer trouble-free performance. For your next engine overhaul, get Clevite 77 from your NAPA jobber—he has a complete stock.

says Lex Jenkins, Owner
Lex Jenkins Company
Baton Rouge, La.

Low premium "service insurance" is yours when you install...

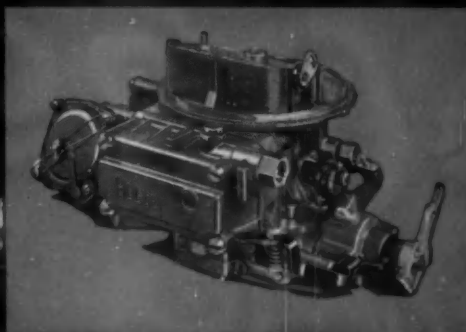
MONMOUTH Engine Bearings

CLEVITE SERVICE: Cleveland Graphite Bronze • Division of Clevite Corporation • Cleveland 3, Ohio



DEPENDABILITY

ONE REASON WHY HOLLEY
CARBURETORS ARE ORIGINAL
EQUIPMENT ON SO MANY
DIFFERENT TRUCKS



Dependability under the most rugged conditions is just *one* reason why you find Holley Carburetors as *original equipment* on so many makes and models of trucks. Smooth, efficient performance and maximum fuel economy are other important considerations. These advantages are assured because each Holley Carburetor is Performance-Engineered to the *exact* requirements of the truck and its engine. And—Holley's research facilities, backed by over 55 years of experience, are continually working on new developments and improvements in carburetion and ignition to assure even more efficient performance . . . and keep the *pay* in payload..

HOLLEY
Carburetor Co.



11955 E. Nine Mile Road
Warren, Michigan

IT WILL PAY YOU IN PERFORMANCE TO REPLACE WITH *GENUINE* HOLLEY
PARTS—MADE TO *ORIGINAL EQUIPMENT* SPECIFICATIONS!

See Your Authorized Holley Distributor or Dealer—Listed in the Yellow Pages.

T-11



Gulflube® Motor Oil H.D. and Good Gulf® gasoline reduce GULF MAKES THINGS

"Stale bread is for hogs. That's why success in our business," says Michigan's only state-wide bakery, "depends as much on delivery as on quality of product." Keeping 216 trucks rolling is the job of A. M. Ayers, Transportation Superintendent of Schafer's Bakeries, Lansing.

Says Mr. Ayers, "We have found that fuels and lubricants that make equipment run best cost less than repairs

and out-of-service time." Garage Superintendent Charles Hackett reports first overhauls are made at an average of 90,000 miles since Schafer's Bakeries adopted Gulflube Motor Oil H.D. for all trucks. "In fact," says Mr. Hackett, "one 1955 tractor has traveled over 160,000 miles without an overhaul. Using Good Gulf gasoline, Gulflube H.D. and Gulflex A grease has helped reduce



A. M. Ayers, Schafer's Transportation Superintendent, checks driver-salesman's report as truck tank is filled with clean-burning Good Gulf gasoline.



Loaded with 10,000 loaves of bread, one of 216 Schafer trucks heads for distribution point. Road breakdowns have been virtually eliminated since Schafer switched to Good Gulf gasoline and Gulfube Motor Oil H.D.

Charles Hackett, left, Garage Superintendent of Schafer's Bakeries, shows Gulf representative Howard Mattison the excellent condition of a bearing from an engine driven nearly 100,000 miles with Gulfube Motor Oil H.D.

truck maintenance costs for Michigan baker...

RUN BETTER!

road breakdowns, too. We used to have more work done outside than in our own garages. But, not since we switched to Gulf."

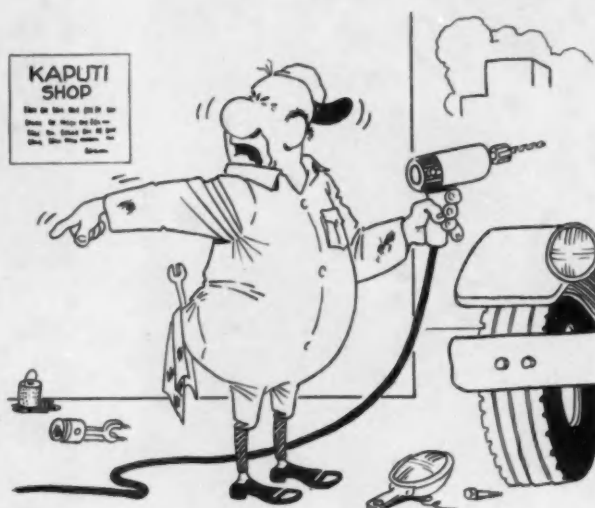
Clean-burning Good Gulf gasoline and high-detergent Gulfube Motor Oil H.D. help keep trucks on the road and out of the shop. See for yourself how Gulf makes things run better! Just call your local Gulf office.

GULF OIL CORPORATION
Dept. DM, Gulf Building
Houston 2, Texas

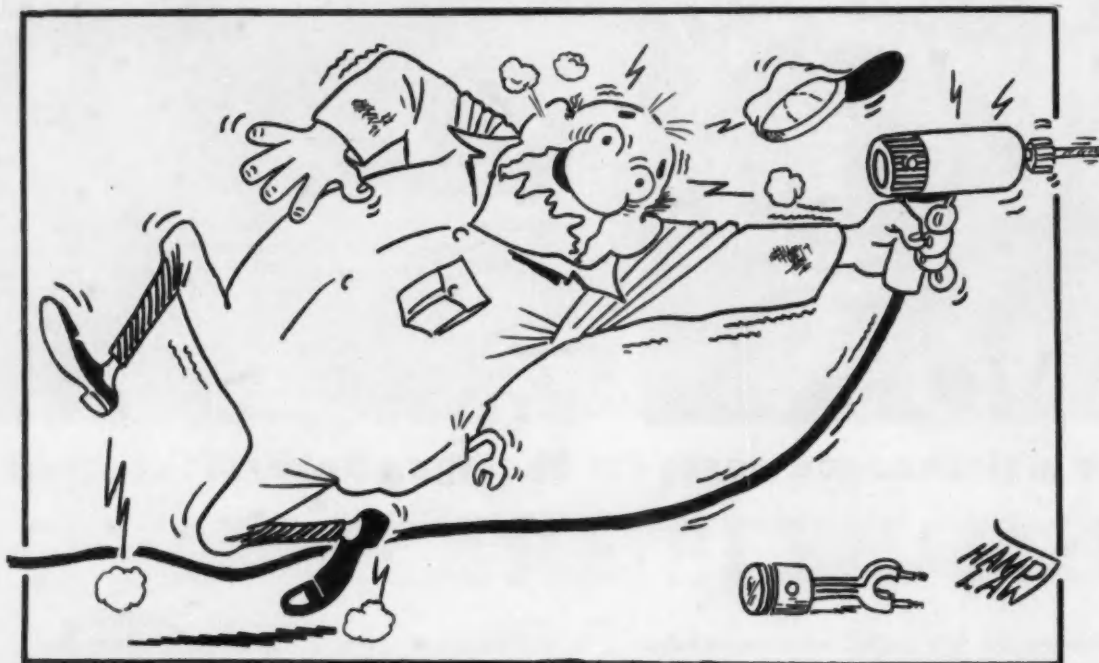
● More details? Circle 163 on reply card inside back cover



**"Plug in that cord!"
He loudly roared.**



He learned from the jolts



You must ground those volts!

Reprints available at nominal cost—for details, circle 499 on reply card inside back cover

*What does the dipstick show?
Dirty oil...or clean oil?*

HASTINGS **Oil Filter Cartridges keep oil clean...all the time**

When you drain the crankcase and refill with detergent oil, be safe—install a Hastings Densite filter cartridge.

On subsequent checks, you can prove to yourself that the oil is still clean and the filter is providing *full-time* engine protection. Hastings keeps oil clean from filter change to filter change*—and is the *only* cartridge that can make this claim.

The difference is **DENSITE**, an entirely different filtering material. Millions upon millions of selected raw cotton fibres—pressure packed—absorb dirt far beyond the capacity of ordinary filters. This is important—because dirt is an abrasive, and abrasives cause wear.

Use Hastings Oil Filter Cartridges for every filter change. It pays off in longer engine life . . . better engine performance . . . fewer service requirements.



*Proved by tests conducted under supervision of Pittsburgh Testing Laboratories, in accordance with U. S. Bureau of Standards procedures. U. S. Patents 2,797,811, 2,584,771.

Hastings offers a complete line of Oil, Air and Fuel Filter Cartridges



No. 501-M Replacement for Deluxe Sock Type

Here's a metal-encased cartridge with built-in sump. No messy sumps to clean—no bags to tear—no over-run cartridges to dig out—no adapters to add. Simply pull up . . . cartridge and sump come out together. All models have Densite filtering material to keep oil clean always.



Laugh it off

Furious Freight Loader: "Don't hand me any more bills! I can't face any more of your extravagances!"

Spendthrift Wifey: "I don't want you to face them, Darling . . . I want you to foot them!"

003

First Brig Mate: "What're you in for?"

Second Brig Mate: "The captain told me to stand at the door and call the officers names as they arrived!"

003

DINER WAITRESS: "WOULD YOU LIKE SOME OYSTERS?"

ROOKIE TRUCK DRIVER: "NEVER HAD ANY. WHAT ARE THEY LIKE?"

WAITRESS: "WELL . . . I GUESS YOU COULD SAY THEY'RE KINDA LIKE A FISH THAT'S BUILT LIKE A NUT!"

003

One day the shop mechanic walked into the local pub and saw a monkey playing request numbers on the piano. Our mechanic noticed that the monkey's tail was hanging in the pickle barrel that sat right next to him. He went up and said to the monkey, "Do you know your tail's hanging in the pickle barrel?"

"No," said the monk, "but if you'll hum a few bars, maybe I can play it for you."

003

"They look like such a happily married couple, John."

"You can't go by looks, dear. They are probably saying the same thing about us."

The two truck mechanics were out for a Saturday night on the town. They really tied one on! When they regained consciousness the next morning their appearance proved they did. Each had black eyes, teeth missing, torn clothes and throbbing heads.

One called the other on the phone and asked what happened, but neither could remember so they decided to ask the bartender of the last bar they tried to drink dry. As they walked in the door together, the bartender looked up at them, and with a warm smile said, "Well, I see you two guys decided to make up."

003

Beauteous Babe: "Your honor, I don't know why this officer gave me a ticket. I didn't do anything wrong!"

Traffic Court Judge: "According to the warrant, you're charged with OOMPH in a congested area!"

Traffic Cop: "Excuse me, your honor . . . that should read '60 MPH'."

"Cici Jay"



-ALI-

"I guess it isn't a snake after all!"

Steno Sue: "Did you ever have a 'true love' in your life?"

Steno Lou: "Yes, I was mad about my shorthand teacher in business college. But then one night he invited me to his apartment to practice shorthand."

Steno Sue: "What happened . . . did you do something wrong?"

Steno Lou: "Yes . . . I didn't go!"

003

TANK-TRUCK DRIVER: "YOU CLAIM YOU CAN ALWAYS JUDGE A WOMAN BY THE CLOTHES SHE WEARS . . . WHAT'S YOUR VERDICT ON THAT BLONDE OVER THERE?"

REEFER DRIVER: "INSUFFICIENT EVIDENCE!"

003

He: "Any nice girls in this town?"

She: "Yes. Every one of them."

He: "How far is it to the next town?"

003

Safety Dept. Steno: "I hear you had a date with our handsome new maintenance superintendent last night."

Traffic Steno: "Yes, we went to a fancy supper club. The orchestra played soft music . . . the lights were low. It was just lovely . . . until he put his hand under the table and I thought he wanted to hold my hand!"

Safety Dept. Steno: "What happened?"

Traffic Steno: "He slipped me the check!"

Resume Work

MR. FRED JOHNSON, VICE PRES., COOPER-JARRETT INC., CHICAGO, ILL., STATES:

"Firestone Airide reduces weight half a ton on our tractors"

"May, 1958, we took delivery on 50 tractors equipped with Firestone Airide® airsprings.

Here's what they did for us: they reduced weight half a ton on each tractor and resulted in bigger payloads; the units were on the road more because less vehicle maintenance was required; vibration damage was reduced and our drivers reported better vehicle control and comfort. We liked them so much that we ordered 35 more tractors with Firestone Airide eight months later."



Firestone Airide adds to your trucking profits in many ways:

- (1) reduced gross vehicle weights, tractor *and* trailer; (2) increased payload capacity; (3) extended vehicle and tire life; (4) lowered maintenance, repairs, downtime; (5) curtailed damage claims; and (6) lessened driver fatigue. PUT

THE PAIR ON AIR! Put Airide airsprings on *both* your truck tractors and trailers. They're fleet tested and profit proved over 750 million road miles. Write today for free Airide booklet: Firestone Industrial Products Co., Dept. 35-1, Noblesville, Indiana.

AIRIDE® AIRSPRINGS
for truck tractors and trailers



Firestone

Firestone Industrial Products Co., Noblesville, Indiana
Copyright 1960, The Firestone Tire & Rubber Co.

Terminal Transport tells how to profit from trouble-free miles

A CCJ Mobile Editorial Team Report



	TRACTOR	TRAILER	COMBINATION	
THE OLD	13,040	DRY FREIGHT 11,400	24,440	
		REEFER 13,400	26,440	
THE NEW	10,390	DRY FREIGHT 9,000	19,390	
		REEFER 11,000	21,390	
EXTRA PAYLOAD {	WEIGHT SAVING	2,650 16	2,400 16	5,050 16
	TRAILER CUBE GAIN	12-15 % MORE WITH NEW 40-FT. MODELS OVER OLD 35-FT. UNITS		

THIS IS THE story of Terminal Transport. It is the story of an almost Johnny-come-lately common carrier. Ten years ago, it was doing less than \$5 million a year—sometimes broke even and sometimes didn't.

Today things are different. Terminal now grosses somewhat over \$12 million a year—with a net profit before taxes of better than \$1,000,000 from operations.

How did it get that way? Basic answer, of course, is good management. One specific reason: Modern equipment with lots of trouble-free mileage. For example . . .

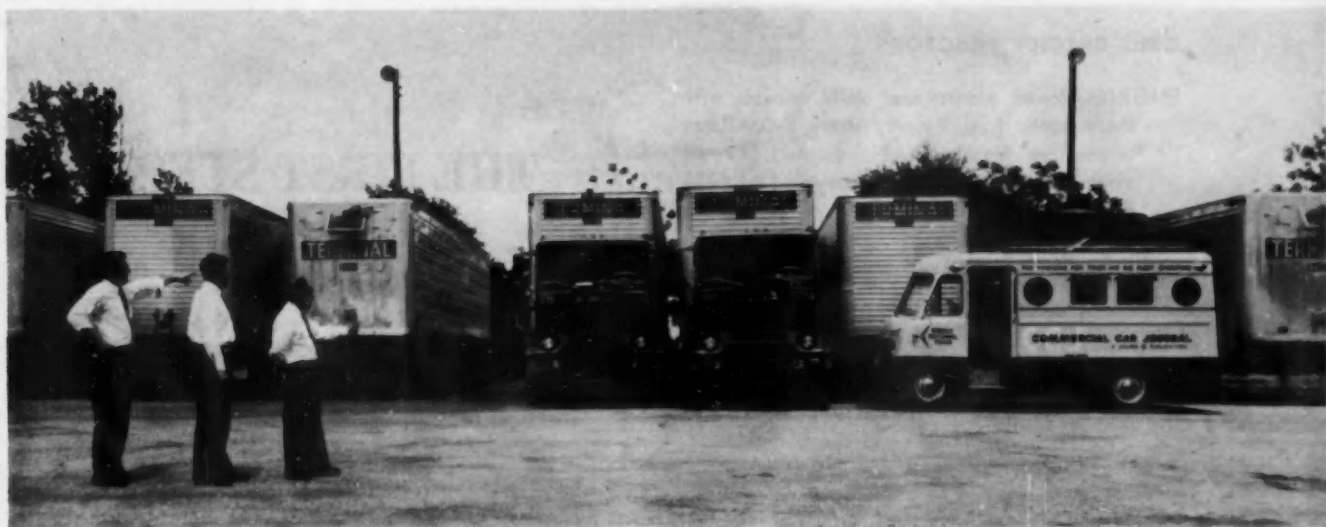
Between January 1957 and February 1960, Terminal's fleet rolled up 45 million miles with only four major engine overhauls. In that time, it never replaced a block, never junked a cylinder head, never turned a crankshaft.

A record like that is worth investigating. Here's what COMMERCIAL CAR JOURNAL's Mobile Editorial Team found out. In a nutshell, Terminal's equipment philosophy is . . .

"Treat equipment with kid gloves, apply plenty of PM, get the most you can before major overhaul, then trade."

In the 37-month period described above, Terminal's basic over-the-road combination was a GMC DF862 tractor with the in-line 6-71 diesel plus a 35-ft trailer.

Some 98 of these tractors (and the 35-ft



Left to right, CCJ's Ed Shea and Bart Rawson, and Terminal's Maintenance Superintendent Benny White view "Little Mo" and some typical road units

trailers) were replaced in February this year with an average of about 350,000 miles each. One ran 460,000 miles—without pulling the head. Most got a ring job between 250,000 and 350,000 miles. In nine out of 10 cases, the same main and con rod bearings were used again. There had been some camshaft trouble. Many were replaced at about 250,000 miles. But that's not a bad record in any fleetman's language.

And at the time of trade-in, only five out of the 98 needed a major overhaul, one got a transmission overhaul and a few received minor tune-ups and brake adjustments.

Before digging into the details of the PM program that runs-up trouble-free mileages like those, let's see what Terminal got in terms of new equipment in February.

More payload, more cube

In brief terms, it got a modern, lightweight fleet. Included were 110 GMC DFR8009 tractors and 280 40-ft semi-trailers—190 dry freight vans from Trailmobile and 90 Great Dane reefers.

More important, Terminal got 12 to 15 per cent more cube plus room for a possible 5050 lb more payload. The figuring is shown in the chart on the facing page.

Such benefits are important to Terminal. It has some long routes. Its rights stretch between

Chicago and Miami, Fla., with major terminals at these points as well as Indianapolis, Ind., Louisville, Ky., Jacksonville and Tampa, Fla., Birmingham, Ala., Macon, Waycross and Atlanta, Ga. (the fleet's home base).

The extra cargo possible with the new equipment produces added revenue without a proportionate increase in costs. At the time of the replacement this increase was estimated at 12¢ per mile. And Terminal is cashing-in on it.

In a typical week this spring—using the new combinations, average net payload on the fleet's Chicago to Atlanta express run was 38,986 lb. During the same week in 1959—with the old equipment, the average load on the run was 33,878 lb—a 5108-lb boost.

The basic mechanical specs on the new equipment are outlined on the next page. The new tractors are powered with GMC's 6V-71 diesel. Interesting feature is the use of a hydraulic clutch, air shift and 10-speed transmission. The power-assist cuts the necessary length of the shift lever to a compact six inches. Initially there was some trouble with a shift yoke, but it was quickly corrected.

Incidentally, the new 6V-71 diesel pushes-out about eight more wheel horsepower for Terminal than the in-line 6-71 power plant. The finding was proved-out on the fleet's dynamometer—which brings us to the fleet's PM program where

GMC DFR8009 TRACTORS

ENGINE—Power plants are 6V-71 diesels with thermostatic fans, Kysor shutters, Delco-Remy alternators, transistorized regulators, 12-volt electric starting. They are governed at 1950 rpm to give a cruising speed of 50 mph, a maximum of 55.

TRANSMISSION—Tractors have Fuller's R96, 10-speed RoadRanger with air shift. Shift lever is a compact six inches long. It's used with an hydraulic clutch.

REAR AXLE—These are Eaton's 1911 with 4.11 to 1 ratio and 20,000-lb capacity.

CAB—Tractors have sleeper version of GMC's 48-in. BBC cab. Bunk is 31 in. wide. There are also Argo TC08F tachographs with seven-day record and two keys to show which of the two drivers was at the wheel. There are also warning devices for low air pressure, low oil level and high water temperature.

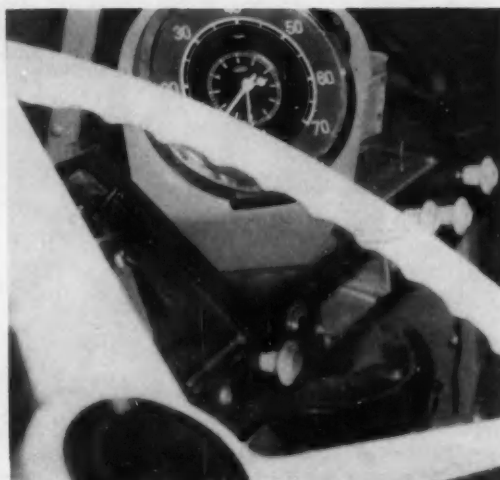
CHASSIS—Suspensions are air with double-acting shock absorbers both front and rear. Dayton spoke wheels carry 11/22.5-20 tubeless tires with extra tread. Brake shoes are seven inches wide—the maximum possible. Orschlen hand brake levers are used. Fuel is carried in two Snyder, 62-gal, aluminum, cylindrical, saddle tanks. Completing the picture, the tractors have Saginaw 568D steering with full ball bearing gear and 30.5 to 1 ratio.

TRAILERS

DAY FREIGHT VANS—These are Trailmobile C68, 40-ft units weighing 9000 lb. They have sliding tandems, Engler Hubodometers with Mechanex oil seals for the wheel bearings. King pins are positioned to ride 26 in. ahead of the drive axle.

REEFER VANS—These are Great Dane 220TR, 40-ft units weighing 11,000 lb. Refrigeration equipment (for fresh produce) includes insulation 1¾-in. thick all around, wet ice bunker, blower powered by a Briggs & Stratton propane engine. For winter operation, protection from freezing is supplied by an Elston propane heater.

THE FIRST STEP:



Argo 7-day tachograph fits near windshield in center of cab. It has two keys to show which driver is behind the wheel

the chassis dynamometer plays an important part.

In addition to a careful safety lane check on all outbound rigs, Terminal's PM program centers around four checks at 3000-mile intervals—an A-1 check at 3000 miles, A-2 at 6000 miles, A-3 at 9000 and A-4 at 12,000.

Terminal's Atlanta shop is compact, well-equipped and designed for fast service. For example, average time for the safety check on the outbound rigs is 21 to 24 min. To speed the job, there's a raised catwalk between the two inspection lanes. It permits quick roof checks and all light repairs without positioning a ladder for every job.

Every road tractor gets a full check-out on the dynamometer every 6000 miles (A-2 service). Test includes full power rating, oil pressure, all instrument gages, idle and maximum rpm. This both in frequency and detail is almost extraordinary use of a dynamometer. But

Trade vehicles before major overhaul . . . before they're out-of-date



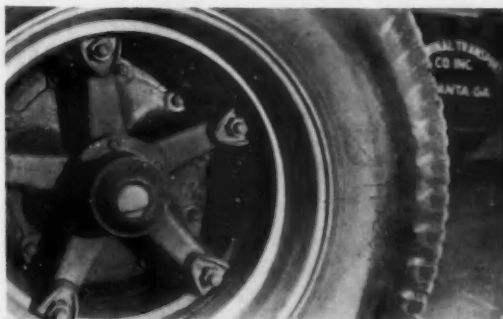
Great Dane reefers use Briggs and Stratton propane engines driving blower over wet ice. Elston propane heaters are used in winter

it's typical of Terminal's campaign to keep its road power up to par all the time, rather than wait for "something" to happen.

One result: The old familiar "no power" remark by drivers is virtually unheard of. Terminal's maintenance boys know the facts every 6000 miles.

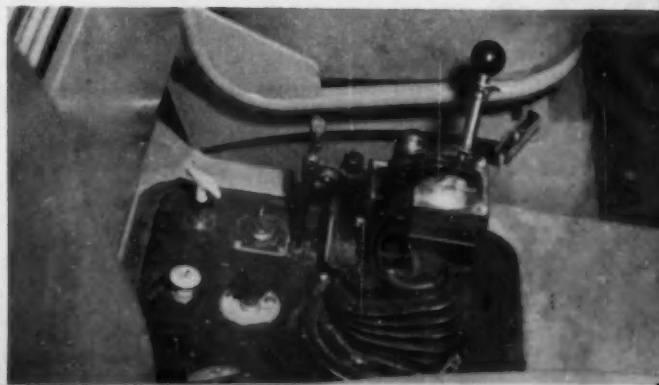
Lubrication, engine oil change and oil filter replacement are also done at 6000-mile intervals. Lube is done entirely by experienced mechanics. They are under strict orders to pay special attention to universal joints and all steering control fittings as well as door latches and hinges. It takes them about 25 min for a typical tractor lube job. Having mechanics do the lube work means a wear problem is often caught before it becomes a road failure.

Also every 6000 miles, front-end alignment and wheel balance get special attention. Tractors are wheeled onto Terminal's John Bean "Visualiner" for careful check-out of front-end geometry and



All trailers are equipped with Engler hubodometers. All tires are branded with "TT" plus number

Air-shift lever for the RoadRanger transmission is only 6 in. high, fits on pedestal next to driver





Tractor maintenance shop (above) has front end and wheel balancing lane, two through inspection lanes, dynamometer and repair lanes

Dynamometer check (below) is standard procedure every 6000 miles. Tires aren't smooth, photo was taken during full-rated horsepower check

THE SECOND STEP:

Make your PM program best in the business



wheel balance. Alignment rack stop for wheel balancing also follows every front tire change.

As a matter of fact, Terminal's belief in frequent checks is such that there is only one item allowed to go the maximum interval, 12,000 miles, between checks—air cleaner service.

Just to complete the tractor PM picture, other checks made include steering (drag link, tie-rod ends, Pitman arm free play, sector box lube level), clutch linkage wear and adjustment, braking system (lining adjustment, drums, air tank drain, chaffed lines and air leaks, emergency valves), transmission leaks and lube level, uni-

versal joint looseness or wear, differential leaks and lube level, rear axle breather service, front and rear U-bolts, air suspension leaks and plumbing, tires, muffler leaks and mounting, lights and other safety equipment, front wheel bearings, rear axle flange gaskets, battery hydrometer readings, coolant level, water pump and plumbing system leaks, fan and generator belt wear and adjustment, air box drains, primary fuel filter service.

Trailer PM, aside from the every-trip safety check, is extremely simple. Wheelometers clock the mileage, and service hinges on a "wheel



Every rig must checkout through safety lanes. Built-in catwalk here serves both lanes, is used for trailer roof repairs and lighting work



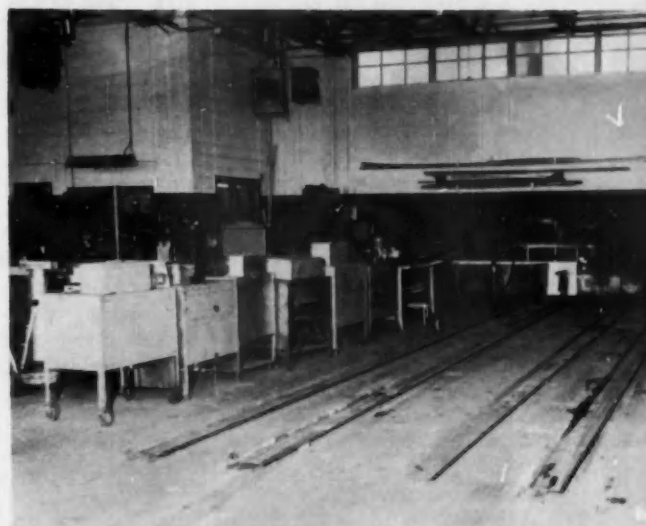
John Bean Visualiner equipment at left is used for periodic front end checks, and for tire balancing after every front wheel tire change

CCJ visits Terminal Transport

pull" at exactly 50,000 miles. At this time, bearings are inspected (they all have oil reservoir lubrication) and brake linings given a careful going-over.

Of course, there are some running repairs and major maintenance that have to be done. On the tractor side, Terminal's shop has a 3-bay area. In the separate trailer shop, four parallel I-beams are embedded in the floor. These provide a firm base for alignment and a fixed anchor for any jacking or stretching that may be needed.

Adjacent to the trailer shop is a well-equipped tire change and repair area. The fleet does send



ROUND TRIP
SAFETY LANE INSPECTION

Date _____

Station _____

Speedometer Start _____

Speedometer Finish _____

Truck or Tractor No. _____

Time In _____

Out _____

- () Marker Lights
- () Headlights
- () Road Lights
- () Tail and/or Stop Lights
- () Turn Signals and Lights
- () Spare Light Bulbs and Fuses
- () Reflectors
- () Red Flags
- () Fuzes
- () Hand Brakes
- () Operational Brakes
- () Air Lines, Hoses, Connections
- () Air Pressure Indicator
- () Breakaway Valve
- () Brake Warning Device
- () Fire Extinguisher

- () Tools to Change Light Bulbs, etc.
- () Rear View Mirror
- () Windshield Wipers—left & right
- () Tire Pressure & Condition—30 lbs.
- () All Licenses, Permits & Numbers
- () Tach Chart and Seal
- () Tighten Wheel Lugs
- () Fill Fuel Tanks—Check Condition
- () Amount of Fuel
- () Wash Windshield and Windows
- () Cleanliness of Cab, Footplate, Air & Light Lines, Glad Hands
- () Check Fifth Wheel
- () Battery—secure and filled
- () Check Motor Oil
- () Amount of Oil
- () Check Coolant Level

Safety lane inspection sheet meets ICC safety regs,
is signed by lane inspector and both drivers.
One copy is always in the cab on every trip

How to profit from trouble-free miles

its tires out for recapping but otherwise handles most tire work itself.

At the far end of the Atlanta terminal is a Ross and White rotary washer. It's practically the first stop for all inbound rigs. Next to the washer is a scale, and this is a must stop for all outbound loads.

Not the least of Terminal's maintenance success is contingent upon the fact that 70 per cent of the driver teams are assigned to individual tractors. Drivers who handle the same rig every time take better care of it, have more pride in it.

Reproduced above is Terminal's safety lane check form. Additional space on the bottom half is provided to permit the form to double as the driver's gripe sheet. As a rig goes through the lane, the items shown are checked (and corrected if needed). Original copy is then given the driver. He turns it in with his "remarks" at the destination terminal. The destination terminal makes such repairs as might be needed, returns the form along with a copy of any repair work order to the driver. On arrival in Atlanta, the driver then adds any "remarks" stemming from this trip and turns it over to the dispatcher.

CCJ visits Terminal Transport

PM Form 98-A	
Service:	A-1 _____ A-2 _____ A-3 _____ A-4 _____
Date:	_____
Terminal:	UNIT _____ WHEELS _____
SIDE	
(1) Steering: Drag Link, Tie Rod-Ends, Front Axle Assembly, Lubo Level in sector box	(20) Air cleaners - Clean and refill with engine oil at A-4 service only
(2) Clutch Linkage: Free & Adjust	(21) Radiator: all filter elements at A-4 service
(3) Brake: Adjustments, Drum Shoes for Treads, Air Lines, Chafed Lines	(22) Secondary Fuel Filter: Change at A-4 only
(4) Transmission: Check for Leaks, Check Lubo Level	(23) Change Engine oil at A-2 and A-4 service
(5) Check Universal Joints for Loose and wear	(24) Check water level
(6) Differential - Check Lubo level check for leaks	(25) Water pump: check for leaks
(7) Rear Axle: Inspect Rumpers Inspect and clean	(26) Fan and generator drive belts: check for wear and adjustment
(8) Check U-Bolts: Front and Rear	(27) Check air line drains
(9) Springs: Check for Broken Leaves	(28) Clean primary filter element
(10) Tires: Check for wear	(29) Record max. air pressure
(11) Buffers: Check for leaks and broken brackets	(30) Instrument Panel: Check all instruments
(12) Lubrication - Lubo Greases, Air Lines, and Hoses	(31) Record location: RPM: Record idling RPM
(13) Check Safety Devices	(32) Windshield Wipers: Check wipers and blades
(14) Check all lights	
(15) Check front wheel bearings	
(16) Check king pins for wear	
(17) Check rear axle flange gaskets	
(18) Battery: Take Hydrometer readings 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____	
(19) Emergency Stop: Check for free operation	Mechanics performing each operation will initial same

This single PM form meets all inspection routines at 3000, 6000, 9000 and 12,000 mile intervals. See story for more details on how it works

These trucks go 22 hours a day | SAFELY

Rigid safety and PM checks at Simpson Redwood Co. keep 'em rolling—safely—hauling lumber over northern California mountains



Both driver and serviceman put rig through a 15-min safety check before start of each daily shift

Piggyback ride home for empty trailer saves tires and brakes, makes rig easier to handle on curves

▼ SIMPSON REDWOOD Co. is a lumbering outfit based in northern California. It has 12 trucks—Kenworth and Peterbilt units. In the past six years, only two minor accidents have been recorded.

Not unusual, you might say.

That is, not until you add-in that these trucks have 22 drivers—each averaging 58,000 miles a year (about 1¼-million miles a year for the whole fleet) . . . Plus the fact that, in any one day, 11 of the trucks are on the move 22 out of the 24 hours!

Most of the mileage comes on the run from Simpson's mill in Klamath to the company's re-manufacturing plant in Arcata, some 65 miles south. This 130-mile round trip on heavily-traveled Route US 101 takes five hours. The trip from the Klamath veneer plant to a plywood plant in Eureka takes a bit longer. Each driver makes two trips daily and each truck is driven on two shifts—thus is in operation about 22 hrs a day.

"The engines seldom get time to cool," ex-
(TURN TO PAGE 210, PLEASE)



SHOP HINTS

10 →
DOLLARS

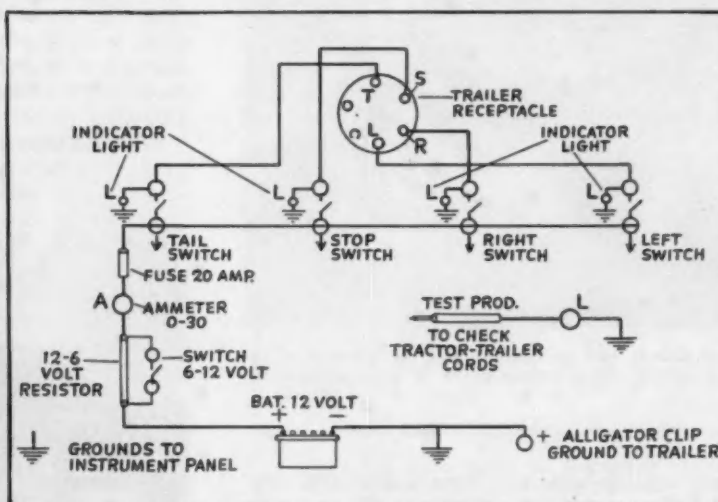
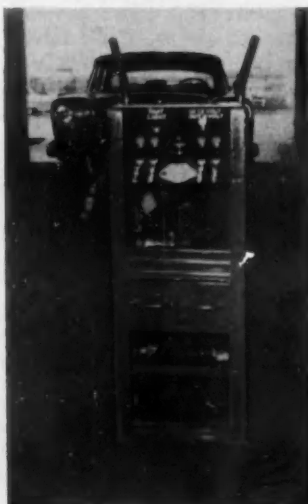
25
DOLLARS

Send us a short description and photograph or simple sketch of the shop-made maintenance short cuts you are using. We'll pay \$10 and \$25 to those who submit good ideas

From Paul C. Brumback, maintenance supt., Colonial Cartage Co., Miami, Fla.

To test tractor-trailer lighting follow the diagram below. As shown, this method checks rear of cab to trailer wiring, lights and light

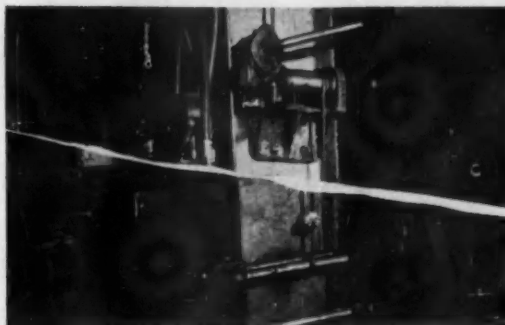
ords. It also checks wiring and amperage draw on all circuits. Make the test stand from scrap metal and mount it on a small hand truck.



From the shops of Southern States Paving Co.,
Nashville, Tenn.

To adjust height of bedplate on its shop-built press, this outfit took a small hand winch from the scrap heap and mounted it on the pressframe as shown. One wire cable runs from the winch drum down to one end of bedframe. Another runs up over rollers on top of pressframe, down to other side of bedframe.

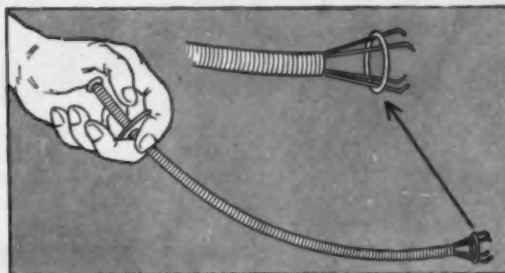
Flanges of the press frame are drilled with 1-in. holes at 5-in. intervals. Ends of bedframe are also drilled with 1-in. holes. Large dowel pins are inserted through the holes (in back of bar holding cable at bottom of photo) to hold pressframe at desired height. To adjust height, pins are removed, pressframe is shifted and dowels are reinserted.



From F. L. Dietrich, Automotive Maintenance Dept.,
Moorman Mfg. Co., Quincy, Ill.

To remove spark-plug gaskets from a hot manifold, don't stick a finger in and get burned—and don't leave 'em in either. Just insert a set of mechanical fingers (shown) into the spark-plug hole, expand them slightly and extract. You'll get the gasket every time, and sometimes extra ones from previous installations.

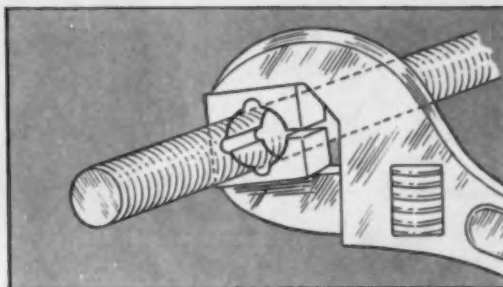
Note: Always use new gaskets when reinstalling the plugs.



From G. D. Lynch, George's Garage, Asheville, N. C.

To clean threads on old bolts and U-bolts, try this method: Take a nut to fit the bolt and cut out a 1/8-in. slot on one side with a hacksaw. With a rat-tail file, make three grooves across threads as shown. Start the nut on the bolt. Tighten the jaws of a wrench on the nut to clamp it slightly. With wrench, turn nut the length of bolt threads. Dirt and rust will collect in the cut and grooves.

Result: A clean and regrooved bolt.



From shop of Niagara Frontier Transit, Buffalo, N. Y.

To straighten pushed-in bumpers and bent frames, make a portable pull beam. On an I beam, put sliding clamps that can be moved to give desired pulling angle. Anchor beam to shop floor. Anchor holes can be made at key locations around shop with cover plates over them. Special eye pads at ends of beam permit use of eccentric dollies (beside beam in photo) for moving it around. Long dolly handles give leverage for lifting beam from the floor to wheel it to another spot.

Pull system shown uses chains and ratchets. A snatch block on left side gives added leverage and pulling capacity.





in trucks



Dodge Dart 1/4-ton pick-up



Ford "Super Duty" T850



Dodge 104-in. wheelbase P200



Ford Falcon panel



Chevrolet Corvair "Greenbrier" sports wagon

V NEW TRUCKS are sharing the spotlight with the '61 model cars at the 43rd National Automobile Show Oct. 15-23 at Detroit's brand new Cobo Hall (Sept., page 85).

Over 300,000 sq ft of floor space on one level are devoted to new cars and trucks. Practically all American truck manufacturers are represented at the show. Most makes are pictured here and on the following page.

The National Automobile Show, sponsored by the Automobile Man-

ufacturers Assn., is the first since 1956. In honor of the event, the Post Office Dept. is issuing a new four cent postage stamp, and CBS television will have a one-hour show over its entire network on Sunday, October 16, from 6 to 7 pm, EST.

President Eisenhower, the first president to attend the show since 1931, will address over 2800 business and industry leaders in Cobo Hall at a banquet on Monday evening, Oct. 17.



GMC "Junior Van" multi-stop



Chevrolet tractor



GMC 4000 COE



Chevrolet Corvair "Rampside" pick-up



Ford Econoline panel



White M series PDQ



GMC transit bus

Highlight of the show is, of course, the main exhibit of 300 makes and models of new cars and trucks. Running a close second for most fleetmen is the special "Auto Wonderland" exhibit which occupies the "river level" exhibit area.

Displayed here are unusual vehicles, a miniature assembly plant, engineering and testing labs and new materials and designs for cars and trucks of the future. Entire exhibition tells a complete story of automotive manufacturing and use.

All displays are sponsored by industry associations or groups with many automotive suppliers cooperating.

1961 truck models

Trend noted strongly this year is that truck makers seem to be getting away from the annual model change. While not a new concept for larger trucks and tractors, in the future it seems likely that new models in almost all weight groups



GMC integral school bus

Dodge KC800 diesel tractor





Willys "Jeep" cab-forward



Autocar diesel tractor



in trucks

Continued

will be developed and introduced as the need is felt. Improvements will be made and introduced as soon as they can be integrated into regular production. There will still be some annual model changes, mostly in lighter weight models.

For example, this month Chevrolet and Ford are introducing a new series of compact-economy trucks which supplement their full-size models. Dodge is announcing its new "R" Series for '61. Other truck builders have added models to their line, giving fleet operators an ever widening choice of equipment, power and options. Briefly, here are the highlights on the new-for-'61 makes and models:

Chevrolet trucks

Chevrolet's biggest news is the "Corvair 95" series of compact
(TURN TO PAGE 163, PLEASE)

Diamond T diesel tractor



Studebaker Lark pick-up



International DCOT405 tandem



Reo 6x6 transit-mix



White "Hostler" tractor



Chevrolet



in
1961
trucks

▼ A NEW SERIES of rear-powered light trucks—the “Corvair 95”—leads Chevrolet’s 1961 truck line. It’s available as a station wagon, a panel delivery model or in two pickup versions. All are on a 95-in. wheelbase, have an overall length of under 15 ft.

The 80-hp, 145-cu in. air-cooled “pancake six” Corvair engine is used in all models. It’s rear-mounted, powers the rear wheels through a transaxle.

Other features are unit-frame construction, independent suspension in all four wheels, and almost equal weight distribution between front and rear wheels whether the truck is loaded or not.

The “Corvan” panel delivery pictured at right has a cargo area of 191 cu ft with a payload rating of 1800 lb giving it a GVW of 4600 lb. It’s 70 in. wide and 68½ in. high. There are double doors on the right side and the rear for fast and easy loading. Additional left side doors are optional.

For more details, circle 320
on reply card inside back cover

“Loadside” and “Rampside” pickup models are rated at 1900 lb load capacity. Pickup box has 80 cu ft of cargo area. Tailgate is 44.8-in. wide, only 26½ in. from the ground. “Rampside” model (pictured on page 103) has a ramp gate on the right side. It’s less than 14-in. from the ground and is 47½ in. wide.

A 3-piece floor panel is available on both pickup models when a flat floor is required for the full length of the pickup box. Capacity with level floor in place is 37 cu ft. On “Rampside” models, the flat floor feature gives an additional storage compartment underneath the floor panels.

The “Greenbrier” sports wagon (pictured on page 102) seats six and can take an additional 700 lb cargo load. With the optional third seat, it seats nine and 250 lb of cargo or luggage.

In all “Corvair 95” models, most of the payload is carried between the front and rear wheels giving almost 50-50 weight distribution, loaded or
(TURN TO PAGE 174, PLEASE)

“Corvair 95” series has a panel and two pickup models on a 95-in. wheelbase. Capacity is 1900 lb. Cab is uncluttered, has a flat floor and low entrance step. Rear-mounted “pancake” 6-cyl engine is easy to get at. For tune-up work, lifting up a rear floor panel exposes the engine. Battery is checked through a panel in left rear wheel housing. Access door above rear bumper is used for regular servicing including dipstick for checking oil



Regular 1961 models feature moderate restyling, more leg room and smaller

floor tunnel. Medium and heavy-duty models have beefed-up torsion bars





in
1961
trucks

Dodge

THE DODGE DART pickup highlights the new "R" Series of 1961 Dodge trucks. Series include models in the half-ton to 2½-ton class. All have been reengineered from the ground up. Heavier models in the '61 line are basically unchanged, although in the diesel line more engines and transmissions are offered.

Most significant change of interest to fleetmen is the new 6-cyl, OHV inclined engine. It's basically the same engine used last year with fantastic success in Plymouth and Dodge passenger cars.

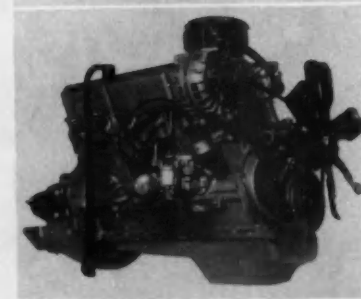
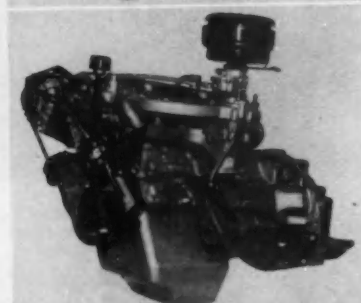
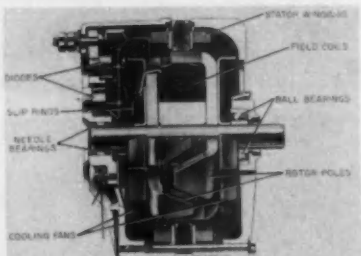
Dodge Dart half-ton pickup (top) is new for 1961. Forward-control models go to 10,000 lb GVW. C-600 Series (bottom) measures 89% in. BBC



For more details, circle 318
on reply card inside back cover

The two new "slant six" engines are offered in most models through 1-ton capacity. V-8's are optional. The larger of the two inclined engines develops 140 hp at 3900 rpm. Displacement is 225 cu in. A smaller 170 cu in. engine rated 101 hp at 4000 rpm, also of the slanted design, is optional on models used primarily in light delivery service where there's high idling time. Both engines are said to have outstanding fuel economy.

New 12-volt alternator (below) is standard for 1961. Lower photos show both sides of the new 140-hp OHV 6-cyl engine which is slanted 30 deg



The new sixes are slanted 30 deg to the right to give a lower profile. It also makes them easier to service since the design lowers fender height. Certain engine components are aluminum to cut engine weight. All engine servicing is done from the left side. Distributor, alternator and fuel pump are on the right side.

Alternators are standard

The entire truck line uses a 35 amp alternator instead of the conventional generator. System includes a rectifier and voltage regulator. The alternator charges even at idle, reaches peak charge at low rpm.

Alternator system cuts maintenance costs since its service life is two to three times longer than a standard generator. It's also shorter than most generators and weighs 43 per cent less.

The half-ton Dart pickup is a new addition to the truck line although standard pickups are still offered. In addition to its sleek styling, the Dart pickup has a drop-center frame which lowers cab height by 7 in.

Another addition is a compact ¾-ton forward-control unit (pictured on page 102). It has a 104-in. wheelbase, is offered with either of the "slant six" engines.

140 basic models offered

The 1961 truck line has 140 basic models in conventional, cab-forward, 4-wheel-drive, forward-control, school bus chassis and tandem units. There's a choice of 11 gasoline engines from 101 to 228 hp and eight Cummins diesels from 160 to 250 hp.

Box width on pickups is increased 4 in. Stake and platforms, in 28 models, are offered in eight basic categories from one-half through 2-ton ratings in lengths from 7½ to 14 ft. GVWs range to 19,500 lb.

Longer and wider front and rear springs are new for '61. The increased length reduces spring deflection rate to give a better ride. Greater width permits fewer leaves without loss of roll stiffness.

Dodge is using this improved version of leaf spring rather than going (TURN TO PAGE 172, PLEASE)

Ford



in
1961
trucks

V A NEW series of Econoline light trucks highlights Ford's 1961 truck line. It is offered in three models—a pickup, a van and an 8-passenger station bus.

All three models have a 90-in. wheelbase and are powered by Ford's 144-cu in., 6-cyl, Falcon engine. The new models supplement the Falcon Ranchero announced earlier this year and the Falcon sedan delivery model (pictured on page 102). The F-100 pickups and the P-100 multi-stop forward-control models are continued in the '61 line, but the Econoline van replaces the F-100 panel which is discontinued.

Econoline models use many Falcon chassis components. Unitized bodies eliminate the frame, but there are side rails and five cross-members welded to the under-body in ladder form to give greater weight capacity. Overall length of all Econoline models is 168.4 in.

With standard suspension and tires, payload rating is 929 lb. With option-

**For more details, circle 319
on reply card inside back cover**

al springs and tires, rating goes up to 1679 lb on the pickup and van, 1469 lb for the bus. Curb weights are 2389, 2446, and 2659 lb respectively.

Load space in the van and bus is 204.4 cu ft. Both models have double right side and rear doors, measuring about four feet in each direction when open.

Falcon engine used

Engine is basically the same as the Falcon's, although main bearings are from the standard Ford 170-cu in. 6-cyl engine to take care of the heavier duty. With the cab-forward arrangement, the engine is located behind the driver's compartment. It has an easily-removed cover which exposes top of the engine for service. Lower housing is in three sections for easier accessibility.

Engine is inclined two degrees more

than the Falcon and, because of its midship location, has a very short driveshaft—only 28.8 in. Slip yoke and bearings on the front are interchangeable with the Falcon's. U-joints are similar but have lube fittings for improved life under the heavier loading.

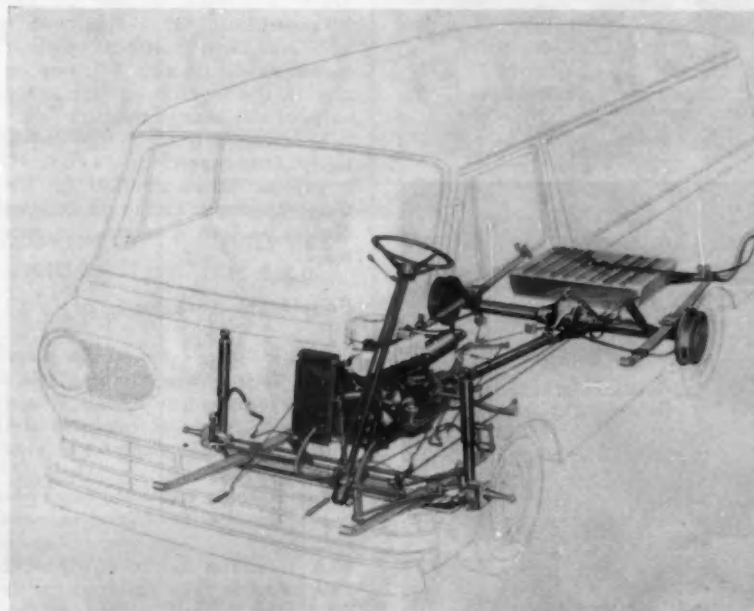
Power train has a 8½-in. clutch and a three-speed transmission similar to the standard Ford's but with different gear ratios: 3.09-1 in first, 1.92-1 in second, and direct in third. Reverse is 3.67-1. Shift lever is steering column-mounted. Shift rods and levers run parallel to the inner side of the left longitudinal floor member, are protected from road splash by the air scoop.

Rear axle is not interchangeable with the Falcon's although many components are modified from the Falcon station wagon. Carrier assembly is basically the same except for a 2-piece differential case, larger gears and bearings, four differential pinions

(TURN TO PAGE 178, PLEASE)

Ford's new Econoline series has three models. Shown at right, there's a van, an 8-passenger station bus, and a pickup. All three are on a 90-in. wheelbase, use many

components from the Falcon including the 144-cu in., OHV, 6-cyl engine. Cab-forward design is shown in cutaway at left. Engine is mounted over front axle next to driver





in
1961
trucks

Volkswagen

VOLKSWAGEN trucks for 1961 look generally the same as they always have, but there the resemblance ends. The 4-cyl "pancake" engine is now rated 40 hp @ 3900 rpm — up from 36 hp @ 3700 rpm. It delivers the increased power with most economy in low and medium speed ranges. Camshaft and carburetor refinements are part of the answer.

Engine is the same basic design but it has a redesigned combustion chamber and valve train, and the compression ratio has been upped from 6.6-1 to 7.0-1. It still runs on standard grade gasoline however. Maximum torque has been boosted to 64 lb ft at 2400 rpm.

Volkswagen's engine now has 40 hp with five new features. 1—Carburetor air preheater. 2—New carburetor with automatic choke. 3—Redesigned and relocated fuel pump. 4—Vacuum advance distributor. 5—Removeable generator support bracket. Cutaway view shows the details of the new refinements

For more details, circle 317
on reply card inside back cover

Valve diameter and stroke have been increased and the valve springs stiffened. Camshaft has been modified and rotating cam followers now make valve train operation smoother at higher engine speeds.

Space between cylinders has been increased to take care of the greater heat. Crankshaft webs, journals and bearings have all been beefed-up to take care of the added horsepower. Crankcase is still lightweight diecast magnesium alloy.

For the first time, VW has an automatic choke—one of several carbure-

tor improvements. To prevent carburetor icing, there's now a duct which takes warm air from the hot cylinder heads and pipes it to the air cleaner. A flap valve with a balance weight at the air cleaner intake supplies warm air at low rpm, gives cool air at higher speeds. In hot weather, a turn-off valve shuts off the system.

Other engine changes include a redesigned and relocated fuel pump and a new distributor in which the spark advance is vacuum-controlled only. A removable generator support bracket has also been added.

Second big change in new VW trucks is a 4-speed, synchromesh transmission, including first. Gears are helically cut, are in constant mesh for quieter operation.

Three truck models

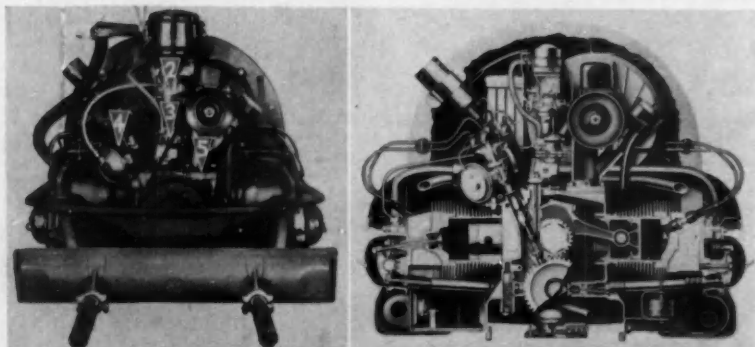
For 1961, Volkswagen is offering seven basic truck and station wagon models. The pickup truck is available in two versions—one with a standard cab and one with a six-man cab. Most unusual feature is the double-deck loading floors. The upper or main loading deck has 45 sq ft of cargo space. Below this between the axles is an enclosed cargo area with an additional 20 sq ft of floor space. It's loaded either through a lift-up section in the top floor or through an optional side door on the curb side.

Next model is the VW panel delivery. Load capacity is 170 cu ft with a payload rating of 1830 lb. Then there's the Kombi station wagon which doubles as both a wagon and panel truck.

Four station wagons

Finally, there's the station wagon series. Regular wagon is available in 6, 8 or 9-passenger models. There's also the deluxe wagon (pictured here) with a slide-back sunroof and plexi-glass skylights.

For fleetmen who want something special for hunting, fishing or camping, there's the Volkswagen Camper with Westfalia deluxe equipment. This model is fully equipped for living aboard.





LUBE LOGIC

MONEY-SAVING IDEAS FOR AMERICA'S FLEETS

Tire Troubles: symptoms, causes and cures

Tire care is a moot point these days. Some people say you get better gas mileage when the tires are filled above their recommended pressure. Other people prefer the easier ride you get when tire pressure is lower than recommended. We're non-partisan, but to help you get all the tire miles you can, we'd like to show

you the symptoms, causes and cures of some of the commonest tire problems.

As to how much pressure is the "proper" pressure, all we can do is offer the theoretical ideal: the right amount of air to put in a tire is the amount that keeps the full width of the tread in contact with the road.

SYMPTOM	RAPID WEAR AT SHOULDERS 	RAPID WEAR AT CENTER 	CRACKED TREADS 	WEAR ON ONE SIDE 	FEATHERED EDGE 	BALD SPOTS
CAUSE	UNDER INFLATION 	OVER INFLATION 	ALTERNATING UNDER- AND OVER-INFLATION 	TOO MUCH CAMBER 	TOO MUCH TOE-IN OR TOE-OUT 	WHEEL UNBALANCED
CURE	INFLATE TO RECOMMENDED MINIMUM 	LET OUT AIR WHILE TIRE IS COLD 	MAINTAIN REGULAR PRESSURE 	CORRECT CAMBER 	REALIGNMENT 	BALANCE

ALSO IN THIS ISSUE: ►►►

Trall'n' the Mall with AL

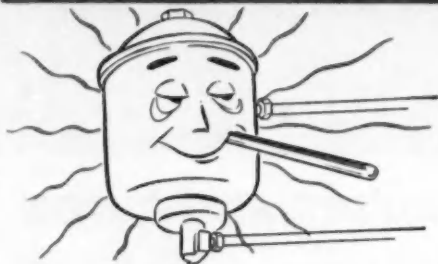
4 new "Sleepers"

WHAT'S NEW FROM DETROIT

How to lubricate ball-joint suspension

LUBE LOGIC

COST CUTTING

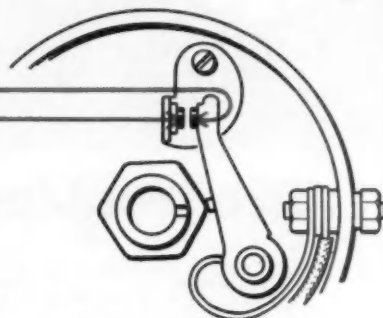


A filter that's working runs a temperature

Oil filters last so long these days that it's sometimes hard to say when they were last changed. But they're so important to your car's well-being that it's essential that you know whether they're too full to filter right. Here's a simple way to find out:

A filter that's working right will be as warm as the engine oil. If the filter on a fully warmed-up engine remains cool to the touch, it's a safe bet that it's too clogged to let any oil through. Just to double check, tap the filter case sharply. A metallic ringing sound means the cartridge is still in good shape. A soggy thud often means that the filter is loaded. Top mileage for even the best filter is 6000 miles, never more.

deposits
here
or here
mean
condenser
trouble



Distributor points give clue on condenser condition

Next time you're tuning up an engine, make this fast-but-positive check to determine condenser capacity. Simply take a peek at the distributor points. If there's any buildup of metal on the breaker contacts, it's a sure sign of an over-capacity condenser. The buildup will occur on the stationary breaker contact if the battery has a negative ground, and on the movable breaker contact if the battery is grounded positively.



Trailin' the Mail

DEAR AL,

A super-salesman stopped in a while ago to sell me a new filter line. He told me the filters I've been selling remove detergents from motor oil, as well as sludge and water. I don't think any up-to-date filter will do this, and I think the guy is a psycho. What do you think?

G. K., Macomb, Ill.

No comment on psychos, but you're right about the filters. No modern passenger car filter, full-flow or bypass type, will remove detergents or other additives from modern oils. On the other hand, the sludge that filters collect will soak up additives—a mighty good reason for draining oil and changing filters regularly.

DEAR AL,

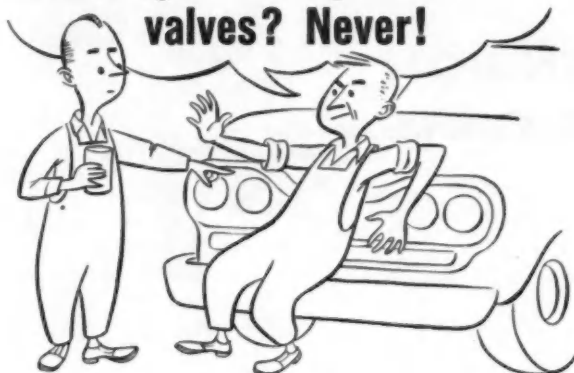
I have a Willys Jeep with a lot of electrical equipment on it—winch, snow plow, heater, radio, etc. I'm thinking of installing an 8-volt battery to get more juice, but I'd like to check with you first to find out how this would affect the electrical system. Also, what other changes should I make in addition to resetting the voltage regulator?

C. E., Greenville, Cal.

Don't do it! The two extra volts would burn out lights and ignition coil, maybe damage your generator, and shorten life of spark plugs and distributor points. Finally, you would not be able to revamp the limited range of the voltage regulator, so you couldn't keep such a battery charged. Where you would get an 8-volt battery is another question, unless you plan to use four cells only on a 12-volt battery. An industrial 8-volt battery would prob-

'SLEEPERS' OF THE MONTH

Flushing oil in hydraulic valves? Never!



Maybe you're just trying to be thorough, but you're asking for a heap o' trouble if you run flushing oil through an engine with hydraulic valve lifters. The flushing oil will loosen up engine sludge, all right, but won't break it up into fine particles. As a result, you distribute big globs of stuff into the oil line, oil filter and hydraulic valve lifters, and presto! the lifters stop working. Regular use of a detergent motor oil, and occasionally a can of Texaco Super Motor Detergent, will keep hydraulic valve lifters in fine shape.



Hot restart problem?

If your engine is easier to start when it's cold than after it's been running a while, the culprit may be engine heat that's no longer being dissipated by the cooling system. This heat is trapped under the hood and evaporates the gasoline in the carburetor float bowl. You can help solve the problem by using a thick insulating gasket under the carburetor, checking the exhaust manifold heat control valve, and by making sure the fuel pump is delivering the required pressure. You might also check the radiator thermostat, and if it's a high-temperature type, replace it during the summer. Fast-idle your engine for five minutes before shutting off after a hard run.

WHAT'S NEW FROM DETROIT

with AL



ably be very unsatisfactory for automotive use. All in all, the installation of an 8-volt battery on a 6-volt circuit would be literally a one-shot proposition, good for only as long as it would take the battery to burn up everything within reach while discharging itself pretty permanently.

To get the extra battery power you want, simply hook up two 6-volt batteries in parallel, with the positive posts connected together, and similarly with the negative posts. Since you're still getting only six volts, you won't have to touch the generator or regulator, but this dual battery will have a lot more storage capacity and stamina.

Shoot in your puzzlers to "Trailin' the Mail with Al," at Texaco's Fleet Sales Division, 135 East 42nd Street, New York 17, N. Y. There's a real fine group at the Division—ready to serve every "on-wheels" fleet from coast to coast.

On all Dodges equipped with air cleaners having paper type elements, the cleaner should be serviced to remove accumulated dust approximately every 5000 miles. To service, remove the filter element from the housing. Clean with a compressed air nozzle and use care to hold the nozzle at least two inches from the inner screen. Blow the dust and grit outward. Caution: do not tap these filters to loosen the grit and do not immerse them in any fluid. Tapping of the filters may possibly result in damage to the element seal or damage to the paper. Replace the filter element every 15,000 miles. In cases of severe operation, particularly in dusty areas, more frequent servicing and replacement may be required.

On 1960 Chevrolets the initial ignition timing setting has been revised to the values listed below. These new specifications supersede those given in the 1960 Chevrolet Shop Manual and Owner's Manual.

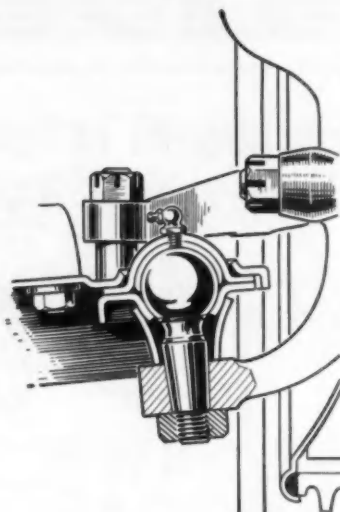
Engine model	Ignition Timing Setting (Recommended idle speed)
6 cylinder	5° BTDC
283 cubic inch	4° BTDC
348 cubic inch	8° BTDC
283 or 348 cu in with special cam	12° BTDC

TURN PAGE FOR NEWS ON LUBRICATING BALL JOINTS ►

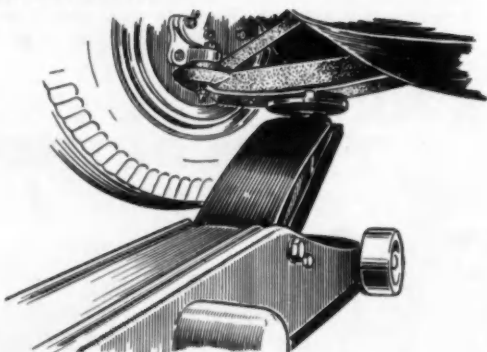
LUBE LOGIC

HOW TO LUBRICATE BALL JOINT SUSPENSION IN YOUR TRUCKS AND CARS

The most important factor in thorough lubrication of ball joint suspension systems is to insure uniform distribution of grease within the ball joint. And to do that, you have to make sure that the weight of the car is removed from the joints, since otherwise the grease just won't go where it's needed most. We recommend the following lubrication procedure.



- 1** Lift the car at the outer ends of the lower control arms, using either a floor contact lift with arms extended, or by jacks. If you use jacks, make sure you block the rear wheels. Lifting the car by the frame or bumper *will not* unload the ball joints.



- 2** Make sure you allow enough room for the lube gun to be applied to the ball joint lubrication fitting.
- 3** Apply enough grease to flush the old lubricant from the upper ball joint. While you're applying lubricant, turn the wheel from side to side to ensure even distribution of

the lubricant. Don't worry if the wheel moves up and down while you're greasing the joint. This movement simply means that the grease is working its way into the joint.

- 4** Repeat Step 3 for lower ball joints.
- 5** If the ball joint won't take any grease at all, check the lube fitting to see if it's turned down too tight. (You couldn't lubricate the ball joint diagrammed at the top of the page, for example, because the grease fitting is bottoming on the ball.) Unscrew the fitting slightly and try again; if the joint still won't take lubricant, it may be frozen. In that case it should be replaced.
- 6** Lower the car to the floor and rock the body from side to side while checking for noises. If the above procedure, using Marfak, doesn't remove all noises, use Texaco Molytex Grease 0 Improved or, in very hot weather, Molytex Grease 2 Improved. Whatever lubricant you use, noise conditions that don't improve immediately very often disappear after a few miles' driving, and sooner over rough roads than on smooth pavement.



TEXACO AUTOMOTIVE ENGINEERS

Every month we'll bring you news about the latest "doings" in servicing and lubricating your cars and trucks. We'll also bring you "sleepers," little angles, so easy to overlook, where big savings in time and money can be made. But month in, month out, your local Texaco Automotive Engi-

neer is the best source of money-saving lubrication ideas. Don't forget that "Lubrication is a major factor in cost control."

Texaco Inc., Fleet Sales Division, 135 East 42nd Street, New York 17, N. Y., Dept. CCJ-92

CONSTRUCTION FLEET MAINTENANCE



COMPILED by the EDITORS of COMMERCIAL CAR JOURNAL

AT YOUR SERVICE . . .

Socket wrenches have been

around for a long time. We know all there is to know about them—or do we? A recent cause of engine bearing failure was traced to the use of the wrong socket wrench. The nut size on the socket was correct but the outside diameter was so large that it pushed the bearing cap to one side.

Since no one likes mysteries in the shop even though they're OK on TV, mechanics should make sure that a socket not only fits the nut, but has clearance on the outside. In cases such as this bearing failure, the outside diameter was as important as the nut size.

Axle oil seal leakage can

be complicated. Common causes of leaks are incorrect installation of seals (See Aug., page C2), and burned and hardened seals resulting from overheating. In the latter case, remove the cause of overheating before installing new seals. A third cause of leaking seals, easily discovered, is the result of filling gear case above oil level plug.

The leak that generates the most mystery is the one caused by using the wrong lubricant. It's hard to believe that the wrong kind of lubricant can cause leaks but it does. Answer, of course, is always stick to factory-recommended oils. Oils lighter than recommended may seep out under seals or oil may break down from heat of operation.

Remember, the manufacturer had gone to a lot of expense to select the exact lubricant for the job so as to insure long, trouble free life of the unit.

New cylinder sleeves in International

Model TD-18 diesel engines should fit free in the block when installed. These sleeves are heat-treated wet type and are removed with a suitable puller. Before removal, place rags over crankshaft journals to protect them from dirt. After removal, be sure to clean out water jackets.

New sleeves should be smooth and fit freely. File off any burrs, then coat sleeve with a solution con-

sisting of two tablespoons of Ivory soap flakes dissolved in one quart of water to which one ounce of glycerine has been added.

Cylinder head gasket has top side stamped "top" and head gasket ring must lie flat on cylinder sleeve with ridge side up. Coat both sides of gasket with cup grease. If old head gasket ring is to be used again, it should first be heated to a dull red and quenched in water.

Watch out for metal particles in

hydraulic systems. If there's an internal mechanical failure, metal particles break off and are carried through the entire system. These particles continue to circulate until they reach the filters or are deposited in other components of the system. They can cause additional failures when the vehicle is returned to service. Play it safe and clean *all* components in the hydraulic system after there has been a failure.

Fine wire mesh screens in

gravel and rock plants may experience early or frequent cross wire breakage. This can turn into expensive trouble. Most common causes are easily discovered, such as clay and sand sticking on screens or lack of proper tension on clamping bolts. But screen also break without apparent cause. To eliminate these failures, install a supporting mesh under the screen with 1½ or 2-in. openings. It will support the fine mesh without restricting its delivery—and often doubles the screen life. It is often a good investment whether the fine mesh screen is giving trouble or not.

Watch out when installing a

new bell housing or rear main bearing on Hercules DHXB Series diesel engines. It's important to first measure clearance between beveled faces of flywheel flange and chamfer on bell housing, with crankshaft back to limit of end float. An oil leak can result if clearance does not fall between .012 and .025 in. To increase clearance, use an additional gasket between bell housing and crankcase. If crankshaft end play is excessive, fit new main bearing to obtain proper end play.

Don't Waste Idle Equipment Hours

With winter only a short way off, now's the time to start preparing equipment for storage if it won't be used. Proper protection now means big savings later

V MODERN HEAVY earthmoving machinery and construction equipment engines are built to work hard over a period of several thousand service hours. All they require is proper operation and good maintenance. Unlike people or animals, they require no rest. However, due to seasonal lulls, waits between jobs or winter weather, all machines periodically may be idle for long periods. These idle hours need not be lost. They *can* mean future savings in both time and money, according to the Service Department of Caterpillar Tractor Co.

When a machine is shut down for a long period, the time a piece of equipment remains idle can be made to work for you if it is properly prepared for storage. Here are some suggestions on preparing construction equipment for two to six month storage periods.

DIESEL ENGINES AND STARTING ENGINES—Internal surfaces should be kept coated with oil either by periodically operating the engines, or by spraying with a preservative oil. Regular attention is a must—particularly when the parts involved have machined surfaces. Oil tends to drain from these smooth surfaces more rapidly than from rougher surfaces.

Fuel tanks of both the gasoline starting engine and the diesel engine should be protected. Starting engine tank should be filled completely with gasoline containing a gum stabilizing additive. Diesel tank should be filled with fuel which has a preservative lubricating oil added to it. Add enough to make a three per cent mixture.

TRACK-TYPE TRACTORS, PIPELAYERS, FRONT-END LOADERS—Cord-rubber sealing surfaces on the final

drive seal assemblies may stick to the wear washers on track-type tractors, pipelayers or front-end loaders which are allowed to stand for long periods. Should this occur, the seals will in all probability be damaged and will leak when the machine is operated again. To present this, drive the equipment forward and backward occasionally during the storage period.

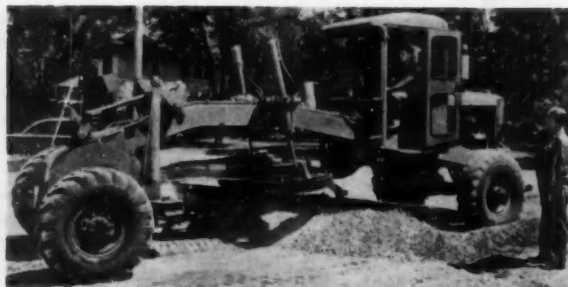
Usually the most convenient time to do this is when the engine has been started to renew the oil film on the cylinder walls and piston rings. This should be done at *least* once every 30 days.

At the same time, the oil film should be renewed on all other moving parts. This is easily done by driving the machine for a sufficient time in *all* gears to thoroughly circulate the oil in the transmission and final drive compartments.

WHEEL TRACTORS AND MOTOR GRADERS—Oil film can be renewed on moving parts of a wheel tractor or motor grader by driving the machine a short distance at the time the engine is operated to renew the oil film on the cylinder walls and piston rings. When a machine has been placed on blocks for storage, you'll get the same results by shifting the transmission into all gears while the engine is running.

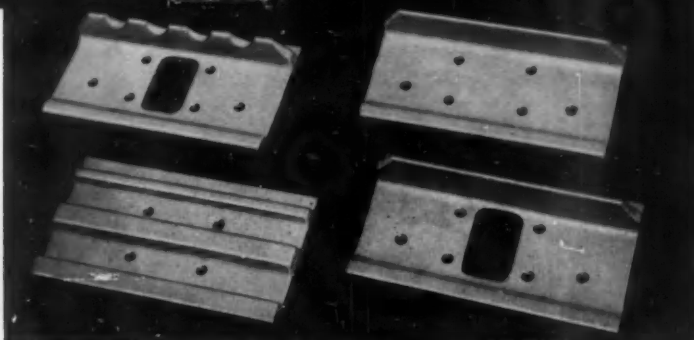
In neither case is it necessary to operate the machine until the transmission oil becomes warm. However, allow ample running time so the oil will circulate thoroughly over all moving parts.

If you make sure the hours your machine is idle are "banked," you will receive "interest" in the form of availability and longer service life.



Putting the Teacher to Work

Jack Bennett, an instructor in GM's Detroit Diesel Engine Div. service training school in Detroit, tries his hand at leveling off a side road near William Bay, Wis. The Division's entire service training staff took off to all parts of the country last August to get experience in operating various types of GM Diesel-powered equipment used by construction fleets.



Proper Track Shoe Selection Cuts Maintenance Costs

Fitting the right shoe for the job pays off in lower track maintenance costs and increased service life for crawler tractors

▼ TRACK SHOES on your crawler tractor or front end loader might be running up your maintenance costs. Why? Because the wrong shoe for the job slows production and accelerates wear on all track components. This is why most tractor makers today offer shoes in a variety of types and/or widths. It's up to you to pick the right shoe for your application.

Obviously, you can't afford to change track shoes every day—or even every week. But you can change them when you know your equipment will be working under adverse or unusual conditions for a month or longer.

As an example, some contractors today keep a pair of tracks with offset shoes on hand for push-loading work. These are used to keep the shoes inside the scraper cut. If a bulldozer is going to push-load scrapers on a large spread, the maintenance department simply switches tracks—removing tracks with the standard grouser shoes and installing the tracks with offset shoes. Keeping shoes inside the scraper cut eliminates side thrust which causes fast wear on links, track pins, roller flanges and the outside of sprocket teeth.

If crawler tractors are used for long periods doing such specialized work, it will save your fleet big money if you pick the right track shoe for the job. Biggest savings will be in maintenance costs, because of longer service life and less downtime for repairs. But you'll get other savings in faster work cycles, particularly when working under unusual or adverse conditions such as in loose rock or in sand.

On the following pages there are 15 pictures of various track shoes, courtesy of Caterpillar Tractor Company. Some of them are highly specialized, most are not. Most tractor makers offer a wide selection of track shoes for their own equipment similar to those shown. They may vary slightly in appearance but they fall into three basic types: grouser, skeleton and flat. Four of the most common grouser-type shoes are pictured above.

Which track shoe should you use for what type of work? Ground conditions are the controlling factor. Here's how Caterpillar sees it.

In a cohesive soil, like clay, use a grouser-type shoe. It gives good flotation and traction and has good resistance to bending or breaking. When shoe width is increased, flotation and traction are improved. Wide track shoes do, however, increase the wear on track components and the possibility of track shoe damage. *Use only the width necessary for good flotation.*

A frictional soil, like pure sand, has a different set of requirements. Since the soil has no cohesive strength, traction depends entirely on the weight of the machine resting on the tracks. A flat or grouser-type shoe with only enough contact area for good flotation should be used.

In rocky areas, the recommendation for track shoes is in sharp contrast to those specified for work in soil. The prime consideration is for a shoe that will resist wear and breakage, since flotation is no problem. The type of shoe that will work best depends on the size

Track Shoes...

Continued

of the tractor and the type of rock it is working in.

When a tractor must operate exclusively on smooth quarry or mine floors, a flat shoe should be used because of the wear resistance afforded by the large contact area. When the tractor operates in broken rock, a multi-grouser shoe should be used. These shoes have a higher resistance to wear than a standard single grouser and still retain good traction. Multiple grousers effectively cross brace the shoes to make them less susceptible to bending and cracking.

There are many jobs, such as logging or snow removal, that require a tractor to operate in ice or snow. Good grouser penetration is necessary to provide sufficient traction, although flotation is no problem. In loose snow, good flotation and self-cleaning action are important, but grouser penetration need not be considered. Semi-skeleton-type shoes are designed to meet these conditions and are available in a wide range of modifications (as pictured here).

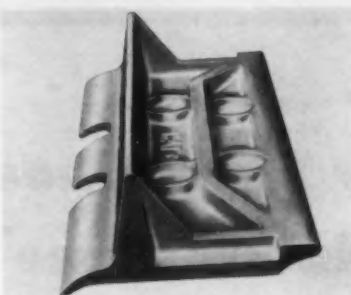
In grouser shoe applications where flotation is needed, but side clearance is a problem, offset shoes are used. Shoes may be offset either to the inside or outside of the track chain centerline, depending upon the need.

Inside offset shoes are used on bulldozer-equipped tractors when flotation is required and clearance is necessary to keep the shoes from hitting the C-frame or push arms. Inside offset shoes are also used when pusher tractors require flotation, and the shoes must remain inside the scraper cut. Outside offset shoes are used when extra flotation is needed and tractor

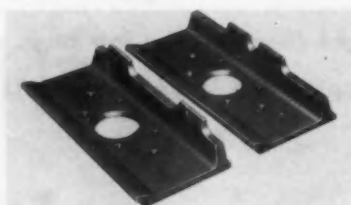
Center Punched Grouser ➤



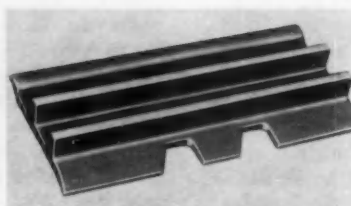
Standard-type Grouser



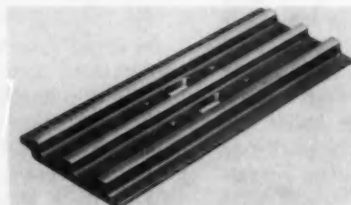
Manganese Shoe



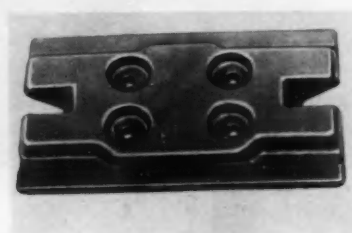
Semi-Skeleton Shoe



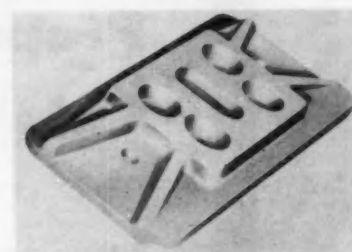
Double Grouser



Triple Grouser



Flat Shoe



Flat Center Shoe

frame interferes with use of larger width shoes. Resistance to bending, however, will be lowest on the overhanging side.

Here's a brief run-down on various track shoes. Note that in some cases a particular shoe has more than one application.

Standard-type grouser shoes are installed as original equipment on most crawler tractors unless other shoes are specified. It's the best all-around shoe for average working conditions, is usually offered in several widths depending on the tractor size.

Offset trac' shoes are similar to the standard grouser but have the bolt holes offset from the center of the shoe. They're usually offered on big tractors used for push loading scrapers to keep the tracks within the scraper cut.

Manganese track shoes are a special purpose type for use in severe rock conditions. They have higher and thicker grousers, are beefed up to take the hard service.

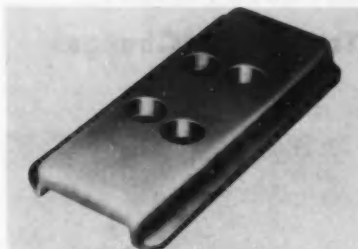
Double grouser shoes are also excellent for rock work. Extra grouser on the shoe gives added strength and protects track shoe



Rubber Shoe



Skeleton Shoe



Heavy-duty Flat Shoe



Ice Grouser

bolts. They also have less turning resistance. If used in dirt, self-cleaning action is not as good as single grouser shoes.

Triple grouser shoes are standard equipment on many makes of front end loaders. They give good flotation and better traction in soft materials. They also have low turning resistance. Most makers offer them optionally on regular crawler models.

Center punched grouser shoes offer good flotation and traction, but poor penetration. They're ideally suited for work in loose snow and some types of soil where track clogging is a problem. Basically this shoe is the same as a standard grouser with the center section between the links punched out. This allows snow or dirt picked up in the tracks to be pushed out by the idler and sprocket.

Semi-skeleton shoes are for use on ice and hard-packed snow. They're offered with a variety of single or double spikes to give good penetration and prevent side slip.

Skeleton shoes are quite specialized and serve as a base for attaching ice or dirt grousers. They have

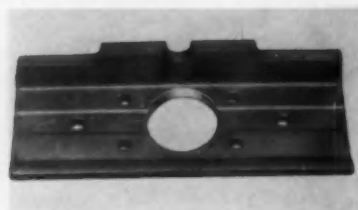
good cleaning action in snow but have poor bending resistance.

Flat-type shoes are offered by many tractor makers for their crawler models. They have good flotation, low penetration and low turning resistance. Traction is comparatively poor since the track tends to slip. Flat shoes are best suited for street work, smooth quarry floors or for application while the tractor must be turned a lot. Some flat shoes are designed to take detachable grousers which can be added to give better traction.

Flat center shoes have less contact area than standard flat shoes but give greater penetration and strength. They're suitable for working in shot rock and in some soft materials.

Finally, there's the *rubber shoe*—sometimes called a street shoe. They are used primarily for protection where metal shoes would cause damage.

Best rule of thumb to remember is never use a track shoe wider than flotation requirements dictate. A wide shoe puts added strain on all track components causing premature wear, downtime and high track maintenance costs.



Ice and Snow Grouser



Ice and Dirt Grouser



Dirt Grouser

**A dollar saved is a dollar earned
in any business.
In your maintenance work,
that's why . . .**

Kansas Fleet Makes a Roller From a 25-Year Old Farm Tractor

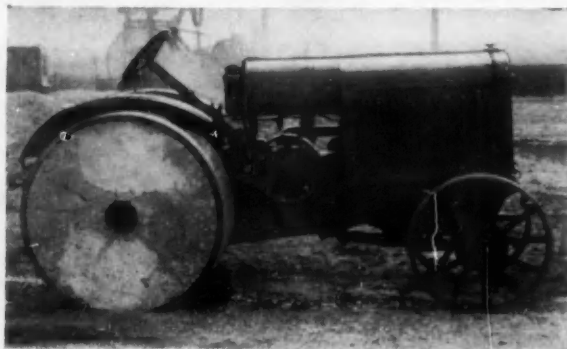
SALVAGING old or worn-out equipment is "old hat" for many construction fleet shops. It's one way for a fleet to get every last penny of profit out of an investment.

Here's a current example from Rex Garrett, Topeka, Kan. His firm specializes in laying out trailer parks. The shop took a 25-year old farm tractor and made a roller out of it. The original steel-rimmed wheels were 10 in. wide. The shop scrounged up two more pairs of identical wheels and welded them to the outside of the tractor's pair. This made rollers 30 in. wide.

Tractor was then turned over

—first on one side, then on the other—to pour concrete into the wheels. The old steel spokes served as reinforcing. To enclose inner side of the wheels during pouring, tongue and groove boards and 2x4 bracing were bolted across the wheel to make a form. Finally, a 4-in pipe was placed over each axle nut to make a hole in the concrete for removing the nut.

The finished product, pictured below, is serving a new useful life, will probably run another 10 years.



Shop Ingenuity

Shop-Built Rack Permits 30-Minute Truck Body Changes



THANKS TO the ingenuity of the shop, Clint Thompson, a contractor in Osage City, Kan., now can change truck bodies in just 30 minutes using three men. With two men, it takes only 10 minutes longer. He reports his fleet saves two trucks, since he can interchange a dump body with a flat bed daily if necessary.

The rack looks like a giant playground swing set, with 1½-ton chain hoists replacing the swings. They're used to lift the bodies off chassis and lower them on to supporting poles.

At first it used to take two to three hours to switch a body. Doing it now in 30 minutes is partly a matter of practice and partly due to some temporary body clamp-on brackets devised by the shop. An air line handling two pneumatic wrenches at the same time also cuts change time.

Rack can be knocked down quickly

for moving it to a new location. Its legs are made of 5-in. pipe with a top cross piece of 6-in. pipe. Legs are welded together at the top to form a saddle which supports the cross bar. U-bolts welded under the pipe support the chain hoists. When not in use, hoists are wrapped in pliofilm for protection from rain and dust.

A-frame construction doubles as a support for the 6-in. posts which support the body. A small 2-in. pipe diagonal brace keeps the poles from rolling.

The rack has three bays, although only two trucks are involved in the changes. This provides an open bay for leaving one body before shifting the truck over to pick up the other body.

Brings BIGGER PROFITS

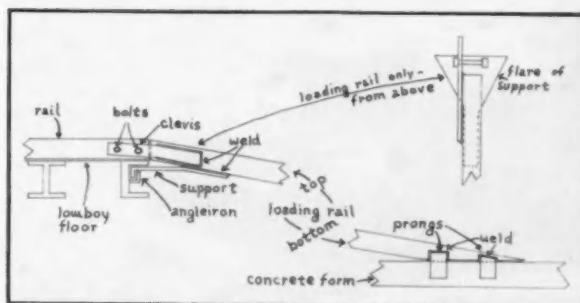
Contractor's Tank Dollies Are Popular with Other Fleets

Modified Lowboys Cut Loading Time When Moving Concrete Spreaders

MOVING EQUIPMENT from one job site to another can be expensive and time consuming. John Hallaway, maintenance superintendent for Foster-Creighton Co., Nashville, Tenn., has adapted two lowboy trailers to handle large concrete spreaders.

Railroad rails are placed crosswise, can be moved forward or aft to handle three different size spreaders. Rails can be bolted down in each location. A spreader crawls on or off the trailer on removable rails 12 ft long. These butt against the ends of the riding rails on the trailer deck. Diagram below shows the details of the hook-up on both the trailer end and the end which rests on the concrete form.

When not needed for moving spreaders, rails on the trailer bed are easily removed so it can be used for moving other types of construction equipment.



CONTRACTORS around Nashville, Tenn., like to borrow the pair of dollies belonging to J. B. Michaels & Co. Designed and built in its Nashville shop, these dollies are popular because they can take up to a 40 ft tank 11 ft in diameter and still give 12 in. road clearance with an overall height of 12 ft 4 in. Dollies are separate cradles using the tank itself for the connecting reach.

Front dolly was converted from a truck rear end. Cradle projects into a gooseneck ahead of the tank and forms a fifth wheel. Each cradle is formed with a pair of 8 in. I-beams. Front one is 6 ft long, rear is 8 ft. Rear dolly has a drop-center axle to cut height.

When loaded for the road, chains are hooked through holes in the angle-iron headers, pass over the tank, are snugged in the headers on the other side.





IN CONSTRUCTION EQUIPMENT

USE FREE REPLY CARD INSIDE
BACK COVER TO GET MORE DETAILS

It's 1961 model time

Here's a brief look at several off-highway models from three makers



GMC introduced its "K" Series of 4-wheel-drive pickup trucks, powered by V-6 gasoline engines. All models are 6 in. lower than previous GMC 4 x 4's—yet have 8 in. ground clearance. For more information, circle 303 on the reply card.

Chevrolet's 1961 truck line offers refinements and improvements in suspension system, brakes and cab. There are also new options—particularly in heavy-duty off-highway models like the one shown here. Just circle 302 on the reply card to get more details.



Dodge is offering more off-highway and construction models in its 1961 truck line. Smallest is a half-ton, 4-wheel-drive Power Wagon (below). Largest is the diesel-powered Model NCT-1000 tractor rated at 76,800 lb GCW. Dump models include the Model CT-800 (bottom). Circle 301 on the reply card for more details.



1961's Passenger Cars

For passenger car fleet operators, a special all-in-one issue run-down to speed your initial selection



PASSENGER CAR fleetmen—whether sales, service, patrol, police, executive, funeral or taxi—can make a real choice when it comes to what's new and available in 1961 models.

In fact, there's such a wide variety of wheelbases, overall lengths, body styles, engines and even styles that you're pretty persnickity if you can't find what you want.

When it comes to prices, you may have a little trouble. The combination of an extremely broad choice and a shaky used-car market means you'll have to be sharp and bargain hard. The price relationship among various makes and models isn't too clear.

Better bet would be to figure your new car costs as an investment. From this base, you can buy the cars that give you the best return on the money invested—that will do the job you want done. It takes a sharp pencil.

You'll find all the 1961 models described on the following pages—as indexed at right. But before you go shopping, here are a few highlights on what to look for—and what you'll find. . . .

- Four new compacts . . . Dodge's Lancer, Pontiac's Tempest, Buick's Special and Oldsmobile's F85.

- Aluminum engines of conventional design with cast-in-place iron cylinder liners . . . an OHV 6 from American Motors, a V-8 (318 lb) on the Buick Special and Olds F85.

- A slant 4-cyl engine with five power choices on the Tempest . . . modified from the right bank of a V-8, believe it or not.

- A new OHV-6 from Studebaker-Packard . . . replacing the last of the L-head sixes.

- A new 170-cu-in.-6 option for Falcons and Comets.

- Ceramic-coated, life-of-the-car (original owner only) mufflers and tailpipe from American Motors.

- A new Marathon series from Checker.

- Alternators across - the - board on Chrysler's cars . . . plus Chrysler-built distributor and solenoid-shift starter.

- Engine-in-front-with-transmission-in-rear Pontiac Tempest.

- 30,000-mile chassis lubrication on several Ford cars . . . or "for life" on Cadillacs.

- Improved suspensions—front and rear—on all makes . . . with more use of heavy rubber bushings.

- Many engine improvements . . . with regular and premium fuel options offered on almost all cars.

- A 113-in. wheelbase car in the Lark line . . . as compared to Lark's standard 108.5-in. wheelbase.

- Unitized bodies on the Buick Special, F85 and Tempest . . . and more attention to corrosion resistance from all makers.

- Not necessarily visible, a growing emphasis on quality control and reliability.

- Closed crankcase - ventilating systems on all cars for sale in California . . . elsewhere, it's standard on some engines and optional on others.

And in case you're wondering how compact "compact" is, here's the run-down: Smallest is American, going 173-in. in overall length with Lark next in line at 175 in. Next three in order are the Corvair at 180 in., Falcon measuring 181 in. and Valiant going 184 in. New F85 is next at 188 in. with new Buick Special close at 188.4 in. New

Lancer and new Tempest are tied at 189 in. Rambler (now 10th) measures 190 in. Comet is a little larger, 194.8 in. Twelfth and longest is Dart at 209.4 in.

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in
1961
cars

American Motors



RAMBLER AMERICAN

RAMBLER AMERICAN body styles for 1961 include for the first time a 4-door station wagon and a convertible. Continued are 2- and 4-door sedans and 2-door station wagons to make a total of 13 models in the DeLuxe, Super and Custom series. Standard engine on DeLuxe and Super models is the L-head, 6-cyl, 90-hp engine. Optional on these and standard on Custom models is the OHV, 6-cyl, 125-hp power plant. (Mechanical highlights of the line are discussed below.)

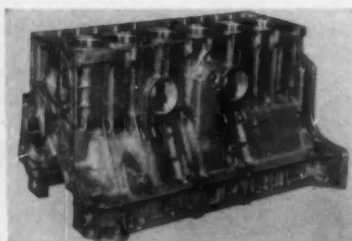
More details? Circle 340 on reply card inside back cover



RAMBLER

RAMBLER sports a new aluminum-block (see below for details) engine for 1961 rated 127 hp @ 4200 rpm with 180 lb ft of torque @ 1600 or—optional—138 hp @ 4500 rpm with 185 lb ft of torque @ 1800 rpm. The 250-cu in. V-8 is also available with 200 hp @ 4900 rpm and 245 lb ft of torque @ 2500 rpm or 215 hp @ 4900 rpm and 260 lb ft of torque @ 2500 rpm. Eight 4-door models are offered in the 6-cyl line, six in the V-8.

More details? Circle 341 on reply card inside back cover



American Motors new 6-cyl engine has die-cast aluminum block

NEW ALUMINUM-block engine offered by American Motors in the 1961 Rambler line weighs 80 lb less than the comparable cast-iron-block model offered this year.

Block is cast from an aluminum-silicon-alloy compounded to obtain needed hardness plus heat-expansion control. Chemically and mechanically-bonded to the new block are cast-iron cylinder liners.

New engine has hydraulic valve lifters, new oil pump (designed to

eliminate hydraulic lock) and full-flow oil filter as standard. It also features a completely-counterbalanced crankshaft and intake manifold designed to boost fuel/air velocity. (Power ratings are given above at right of Rambler photo.)

A ceramic-coated muffler and tailpipe is standard on all the American Motors line. Coating is fused to the muffler at 1500 deg F, is corrosion-resistant to the extent that AMC guar-

(TURN TO PAGE 116, PLEASE)



RAMBLER AMBASSADOR

RAMBLER AMBASSADOR's 1961 models come in two series—Super and Custom. Body styles include 4-door sedans, 4-door 6 and 9-passenger station wagons. Engine is the 327-cu in. V-8. Standard version is rated 250 hp @ 4700 rpm with 340 lb ft of torque @ 2600 rpm. Optional choice is rated 270 hp @ 4700 rpm with 360 lb ft of torque @ 2600 rpm. Synchronesh, 3-speed, manual transmission is standard with either overdrive or "Flash-O-Matic" automatic optional.

More details? Circle 342 on reply card inside back cover

Checker

CHECKER SUPERBA

CHECKER has two 1961 series—new Marathon and Superba. Both have 4-door sedans and 4-door station wagons—Standard or Special. Standard engine is an L-head 6-cyl 95-hp power plant with overhead valve 125-hp 6-cyl model optional. There's a full line of options including dashboard pushbutton raising or folding of the station-wagon rear seat. Standard transmission is 3-speed, synchromesh, manual unit with either overdrive or automatic optional with the OHV engine. Car has a 120-in. wheelbase, measures overall 199½ in. long, 75½ in. wide, 62 3/5 in. high. Heavy-duty, 10-in., single-plate clutch has woven-asbestos facings.

More details? Circle 343 on reply card inside back cover

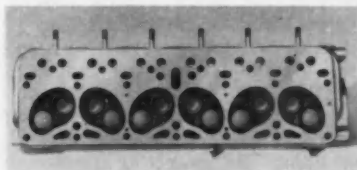


Studebaker-Packard

STUDEBAKER LARK

LARK for 1961 has its biggest change under the hood. There's a new OHV, 6-cyl engine rated 112 hp @ 4500 rpm with torque of 154 lb ft @ 2000 rpm (see report below for details). Optional is the 259-cu in., V-8 engine with 180 hp. Both the Deluxe and Regal series include a 4-door sedan and a 4-door station wagon. The Deluxe series also includes a 2-door station wagon. Other Regal models are a 2-door hardtop and a convertible. Brand new in Studebaker's line is a 4-door sedan with 113-in. wheelbase (as compared to 108½ in. for the 4-door Larks). On this, the 259-cu in. V-8 is standard with the 289-cu in., 210-hp V-8 optional.

More details? Circle 344 on reply card inside back cover



Studebaker-Packard's new overhead valve six has kidney-shaped combustion chambers and staggered valves

“SKYBOLT SIX” is what Studebaker-Packard calls the Lark's new overhead valve engine. Power rating for this new 170-cu in. unit with 8.5 to 1 compression ratio is given above.

Engine has an emphasis on better breathing. Ram-type intake manifold has larger openings into the head and into the carburetor throat. Larger valves (1 19/32-in. intake and 1

13/32-in. exhaust) than in the present six have staggered arrangement—matching a “kidney-shaped” combustion chamber.

There's a fully-weighted crankshaft for better balance, reduced drive-line vibration. Borrowed from S-P's V-8 is the camshaft design. Long-ramp, low-acceleration cams permit relation
(TURN TO PAGE 118, PLEASE)



Jalousie Windows for Patrol Wagons

The Philadelphia Police Dept. recently installed these jalousie rear windows in its fleet of emergency patrol wagons. They're said to offer positive security with maximum ventilation. The jalousies are made by Air Master Corp., Philadelphia.

More details? Circle 366 on reply card inside back cover



Whether you're talking about a single type of pressure hose line or the industry's most complete line of hose and reusable couplings, the Imperial Diamond I is the mark of a dependable line.

Hytron hose is a good example. The newest addition to Imperial's greatly expanded line, Hytron opens new horizons for automotive applications.

Engineering laboratory tests as well as field applications have proved that Hytron has over 7 times the flex-impulse resistance of SAE 100 RI single-wire braid rubber hose . . . withstands over 2½ times as much abrasion and comparable pressures. Its polyamide-polyester construction is light in weight.

Aging is no problem; Hytron has un-

limited shelf life. It resists mildew, heat, sunlight, flammable and nonflammable hydraulic fluids, petroleum products and road chemicals. It's available with reusable or crimped-on couplings.

Other items in Imperial's expanded line of hose and couplings are pictured below. They all add up to the kind of dependability and performance you expect from the leader.

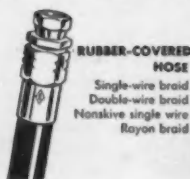
In addition to hose and couplings, Imperial tube fittings, push-pull controls, fuel lines and tools can also help put dependability in your fleet. Look for the Diamond I on the products you buy.

Write for Catalog No. NEPR 500 on Hytron, Catalog Nos. 126 and 3040 on other Imperial automotive products.



IMPERIAL

The Imperial Brass Mfg. Co.
6300 W. Howard Street, Dept. CCJ-100
Chicago 46, Illinois



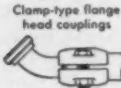
RUBBER-COVERED HOSE
Single-wire braid
Double-wire braid
Non-skive single wire
Rayon braid



COTTON-COVERED HOSE
Single-wire braid
Refrigerant



Clamp-type couplings



Clamp-type flange head couplings



Hose couplings and adapter unions



Air brake fittings and hose couplings

American Motors

Continued from Page 114

antees muffler and tailpipe as long as the original owner owns the car.

American wheelbase is 100 in. as compared to 108 for Rambler and 117 for Ambassador. Overall the American measures 173.1 in. long, 70 in. wide, 56.2 in. high for sedans and 56.4 in. high for station wagons. Rambler overall measurements are 189.8 in. long, 72.4 in. wide and 57.1 in. high (V-8 sedans), 57.3 in. high (V-8 station wagons and 6-cyl sedans) or 57.5 in. high (6-cyl station wagons). Ambassador goes 199 in. long, 73.6 in. wide, 56.9 in. (sedans) or 57.1 in. (station wagons) high overall.

Engine features

American engines have partial-flow oil filters as an option. Fiber-element air cleaner is standard on the L-head six with oil-bath type optional. The oil-bath type is standard on the OHV-6.

All Rambler and Ambassador engines have full-flow oil filters and fiber-element air cleaners as standard. Oil-bath air cleaner is optional on the Rambler aluminum-block six.

American's 125-hp engine features a water-heated intake-manifold cover for faster warm-up, and both American engines have larger camshaft bearings and improved crankshafts. On the 90-hp, L-head-six, spark plugs have rubber covers. High-tension ignition wiring is carbon-core type on all AMC engines.

Brakes

Brakes are servo-action with bonded lining. Self-adjusting feature is optional. They are 9-in. Bendix on the American with 9-in. Wagner on the Rambler six. On the Rambler V-8 and

Lobster Carrier

A special body for long-distance hauling of fresh lobster, one of the most perishable cargoes to ship, has been built with a standard, heavy-gage aluminum body kit from Lyncoach & Truck Co., Oneonta, N. Y. An 18 x 7 x 8-ft beaded-panel LYN body was used for its construction. Earl M. Sanders, Portsmouth, N. H., uses the unit to haul 100-crate loads of fresh lobster from the Maritime Provinces of Canada to New England and the southern markets.

More details? Circle 367 on reply card inside back cover



Ambassador, they're 10-in. Bendix. Lining thickness for all cars is 3/16 in.

Suspensions

Both the Rambler six and V-8, as well as the Ambassador, have coil springs all the way around. American has them only in the front with semi-elliptic leaf in the rear. All have direct-acting, independent front-wheel suspension with Ambassador models incorporating a sway bar.

Rambler and Ambassador front shock absorbers include a rebound hydraulic cut-off system. New feature eliminates separate rebound bumpers and brackets, is said to give more wheel travel over bumps and less "bottoming" from severe bumps.

Fireproof ceilings

Also on these cars, a new molded-plastic-and-fiber-glass ceiling panel replaces last year's fabric-type. It is stain-resistant, fireproof, waterproof and absorbs noise and vibration. In addition to the usual optional equipment, a vacuum-powered, 4-door, driver-operated locking system is offered.

New heating

All cars in the 1961 AMC line have redesigned heating and ventilating systems or—optional—redesigned air conditioning. Also on the Americans, you'll find suspended brake and clutch pedals, individually-adjustable front seats.

Cars for sale in California incorporate a crankcase ventilating system as required by the state's anti-smog laws. Bodies continue to be all-welded unitized. They are fully-dipped in rust preventive before painting.

END

Please Resume Reading Page 115

AMERICAN BEVERAGE CORPORATION
HOUSTON, TEXAS, DIVISION REPORTS...

**"50% LESS MAINTENANCE
WITH CENTURY LP-GAS CARBURETION"**



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Marvel-Schebler Products Div.
Borg-Warner Corporation
Decatur, Illinois

More details? Circle 168 on reply card inside back cover

HAWK continues into 1961 its 5-passenger sport coupe with the 289-cu in. V-8 engine introduced last February. Standard version is rated 210 hp @ 4500 rpm with 300 lb ft of torque @ 2800 rpm. Optional choice is rated 225 hp with 305 lb ft of torque @ 3000 rpm. Standard transmission is a 3-speed, manual unit with 4-speed manual (floor-mounted), overdrive or automatic options. Bonded brake linings and finned drums are standard. Heavy-duty radiator and 10½-in.-diameter clutch are also standard. Mouldings for windshield, windows and fenders above the wheels are chrome-plated stainless steel. There's a full line of optional equipment.

More details? Circle 345 on reply card inside back cover



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Studebaker-Packard

Continued from Page 115

tively lightweight valve springs and give longer valve-train life. Gears replace chains for timing.

Standard single-barrel carburetor has a 1 5/16-in. venturi. For fleet and cab use, a 1½-in. venturi is available. New starting motor has a Bendix follow-through. Fuel filter is on the pressure side of the fuel pump, and there's a new higher-capacity oil pump.

Other engine features include combination air cleaners and silencers, "heat-dam" pistons, automatic chokes. Brake master cylinder is moved to engine-compartment firewall. Hood is counterbalanced using a torsion bar so it remains almost any desired position.

Standard clutch on OHV-6 models is 9½-in. diameter with 6-spring damper plate—as compared to the present 8-in. Optional automatic transmission and converter for OHV-6's is new. It features a one-way clutch for smoother shifts, and the converter has increased stall speed. Models with the automatic have underhood filler tube. Brake and clutch pedals are suspended.

Steering gear is Saginaw, recirculating-ball, nut-type with power steering optional on sixes for the first time. Front caster is now zero as compared to the present 2½ deg negative.

Uniform-rate front coil springs replace the present conical variable-rate springs. Heavy compression bumper handles the variable-rate function. Larks with the new OHV-6 engine have a linkless-type sway bar on the front. Link-type sway bar is continued on V-8's.

On all Studebaker-Packard cars for sale in California, there's forced crankcase ventilation to cut smog-producing exhaust. Crankcase fumes are piped to the intake manifold.

"We use FORDS to service Los Angeles because they've proved most economical"

SAY RICHARD CANTLAY AND JOE TANZOLA, CO-OWNERS
WESTERN GILLETTE MOTOR TRANSPORTATION
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in
1961
cars

Chrysler



PLYMOUTH

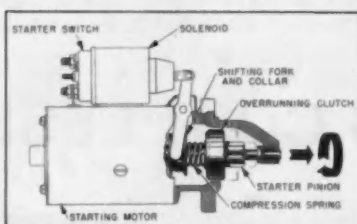
PLYMOUTH offers 26 models in its 1961 line. All three series have 4-door sedans and 4-door, 6-passenger station wagons. Savoy line also has 2-door sedans and 2-door station wagons. Belvedere models include 2-door sedans, 2-door hardtops and 4-door, 9-passenger station wagons. Additional in Fury models are 2 and 4-door hardtops, 4-door, 9-passenger station wagons and convertibles. All but the 9-passenger wagons and convertibles are available with a 145-hp six or several V-8 engine choices. More details? Circle 346 on reply card inside back cover

VCHRYSLER-MADE electrical components are featured on the 1961 engines—including alternators on all engines (replacing the generator) and new distributor and solenoid-actuated starting motor (both illustrated at right).

Engine lineup for 1961 starts with the 170-cu in., slant six. It's rated 101 hp @ 2800 rpm. It has a single-barrel carburetor and 8.2 to 1 compression ratio, can be used with either manual or automatic transmission.

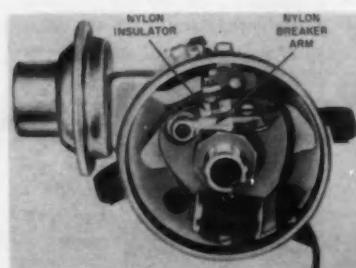
Bigger brother is the 225-cu in., slant six, rated 145 hp @ 4000 rpm with 215 lb ft of torque @ 2800 rpm. It, too, has a single-barrel carburetor and 8.2 to 1 compression ratio and can be used with manual or automatic transmission.

Either is available on the new Dodge Lancer (with the 225 later this



Fall). Only the 170 comes on the Valiant. Plymouth and Dodge Dart offer the 225 on all models except Plymouth's Fury station wagon and convertible and Dart's convertible. Both sixes use regular fuel.

Smallest V-8 is the 318-cu in. power plant with 9 to 1 compression ratio. With 2-barrel carburetor it's rated 230-hp @ 4400 rpm with 340 lb ft of torque @ 2400 rpm, can be used with manual or automatic transmis-



sion. Four-barrel version of the same engine comes with automatic transmission only. It's rated 260 hp @ 4400 rpm with 354 lb ft of torque @ 2800 rpm. Both versions use regular fuel, are offered on Plymouths and Darts.

Next V-8 size is the 361-cu in. job, also with 9 to 1 compression ratio. (TURN TO PAGE 122, PLEASE)

IMPERIAL



IMPERIAL styling for 1961 features "free-standing" headlamps—each a die-cast, individual, aluminum housing. Crown models include 2 and 4-door hardtops and a convertible. Custom line has 2 and 4-door hardtops with the LeBaron available only as 4-door hardtop. Overall length is 227.1 in. Standard engine is the 413-cu in. V-8 with a 35-amp alternator (40 on air-conditioned models). Speedometer uses new, right-angle, magnetic drive to replace this year's geared system. Power brakes and steering and automatic transmission are standard. Power windows are standard on Crown and LeBaron. "Child-guard" or electric door locks are optional.

More details? Circle 347 on reply card inside back cover

VALIAN'T for 1961 continues in two series—V-100 and V-200. Both include a 4-door sedan and 4-door, 6-passenger station wagon. Extra seat to make 9-passenger wagon is a dealer-installed option. There's also a 2-door sedan in the V-100 and a 2-door hardtop in the V-200 series. All are on a 106.5-in. wheelbase. Engine is the 170-cu in., slant six, rated 101 hp @ 4400 rpm with 155 lb ft of torque @ 2400 rpm. Three-speed, synchromesh, manual transmission is standard with 3-speed automatic optional. Standard clutch is 9½ in. in diameter with 10-in. optional. Other options include: air conditioning, "child-guard" door locks (both dealer installed), power brakes. More details? Circle 348 on reply card inside back cover

DODGE LANCER

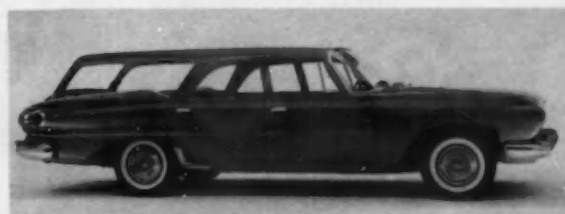
LANCER is Dodge's brand new entry in the compact field. The 170 series body styles include 2 and 4-door sedans, 4-door station wagon and a *taxicab*. The 770 series has a 2-door hardtop, 4-door sedan and 4-door station wagon. Wagons are 6-passenger with third seat offered as dealer-installed option. Standard engine is the 101-hp, 170-cu in., slant six. The 145-hp, 225-cu in., slant six will soon be an available option. Overall, Lancers measure 188.8 in. long, 72.3 in. wide, 53.3 in. high (53.5 in. for station wagons). All have 106.5-in. wheelbase. Three-speed transmission is standard, with "TorqueFlite" automatic optional.

More details? Circle 350 on reply card inside back cover

DODGE DART

DODGE also offers new-style, compact Darts and regular models for 1961. Dart comes in three series. Seneca and Pioneer lines include 2 and 4-door sedans (including special-design fleet models and a taxi), and 9-passenger wagon. Pioneer also has a 2-door hardtop. Phoenix offers 2 and 4-door hardtops, 4-door sedan, 4-door station wagon and a convertible. All but the convertible come with six or V-8 power. Standard transmission is a synchromesh, 3-speed manual unit with "PowerFlite" and "TorqueFlite" automatics as options. Cars are on a 118-in. wheelbase, except station wagons. These have 122-in. wheelbase as does regular Dodge. This comes in 2 and 4-

DESOTO for 1961 is called the Turboflash V-8. It comes in 2 and 4-door hardtop models on a 122-in. wheelbase. Engine is the 361-cu in. V-8 rated 265 hp @ 4400 rpm with 380 lb ft of torque @ 2400 rpm. With a 9 to 1 compression ratio, it uses regular fuel. Three-speed, synchromesh transmission is standard with "TorqueFlite" automatic optional. Overall length is 215.6 in. Options include air conditioning, "child-guard" door locks, rear-window defogger, heater, power brakes, power steering, seat belts, power windows, 6-way power seat, windshield washer and variable-speed windshield wiper. Windshield curvature has been simplified as compared to '60 models. More details? Circle 349 on reply card inside back cover



door hardtops, 4-door sedan, 4-door (6 and 9-passenger) station wagons and a convertible in one series—the Polara. Standard engine is a V-8 with choice of 361 hp or 383 hp. Transmissions are same as for the Dart.

More details? Circle 351 on reply card inside back cover

CHRYSLER

CHRYSLER for 1961 comes on two wheelbases—Newport and Windsor series on 122 in. (215.6 in. overall length) and New Yorker and 300G series on 126 in. (219.8 in. overall). Newports and New Yorkers are available as 4-door sedans, 2 and 4-door hardtops, 4-door station wagons and convertibles. Same sedan and hardtop models are offered in the Windsor line. The 300G comes as 2-door hardtop or convertible. V-8 engines offered include the 361-cu in. on Newport, 383-cu in. on Windsor and 413-cu in. on New Yorker and 300G models. On the Newport, manual transmission is standard with automatic optional. On others, automatic is standard.

More details? Circle 352 on reply card inside back cover



Chrysler cars for '61

Continued from Page 121

Two-barrel version, rated 265 hp @ 4400 rpm with 380 lb ft of torque @ 2400 rpm is offered on the Dodge Polara, DeSoto and Chrysler Newport. It uses regular fuel, comes with either manual or automatic transmission.

Four-barrel version offered on Plymouth and Dodge Dart cars also uses regular fuel, can be used with auto-

matic or manual transmission. Rating is 305 hp @ 4800 rpm, 395 lb ft torque @ 3000 rpm.

The next engine in line—the 383-cu in. V-8—has the most variations. It has a 10 to 1 compression ratio, uses premium fuel and all versions can be teamed with either automatic or manual transmission. Two-barrel version is rated 305 hp @ 4600 rpm,

410 lb ft torque @ 2400 rpm. It's used on the Chrysler Windsor.

With 4-barrel carburetor, it's offered on Plymouth and Dodge Polara cars . . . and police versions of Plymouth, Dodge Dart and Dodge Polara. Rating is 325 hp @ 4600 rpm, 425 lb ft of torque @ 2800 rpm. Ram-induction version of this engine has two 4-barrel carburetors, is rated 330 hp @ 4800 rpm with 460 lb ft of torque @ 2800 rpm. It's offered on Plymouth, Dodge Dart and Dodge Polara cars.

Biggest engine is the 413-cu in. V-8, also with 10 to 1 compression ratio and using premium fuel. It comes with automatic transmission only—in two versions. "Plain" version is a 4-barrel job rated 350 hp @ 4600 rpm with 470 lb ft of torque @ 2800 rpm. You can get it on Chrysler New Yorker and Imperial cars. Ram-Induction version comes with two 4-barrel carburetors rated 375 hp @ 5000 rpm and 495 lb ft of torque @ 2800 rpm. You get it on the Chrysler 300G.

Engine changes

Chrysler is developing an aluminum block for its slant six engines but had not expected to announce it until later—even as late as 1962 models. However, COMMERCIAL CAR JOURNAL'S Detroit Technical Editor Joe Geschelein reports earlier introduction is likely—especially with two other makers (American Motors and General Motors) offering an aluminum-block power plant on some cars.

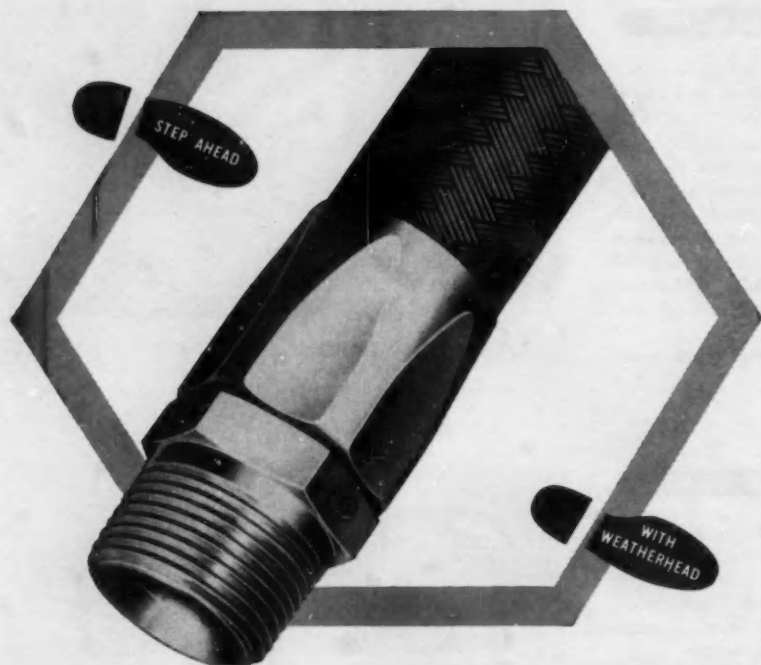
Slant six changes incorporated in 1961 models include a slight drop in compression ratio from 8.5 to 8.2 to 1. Cast-aluminum manifold used last year is replaced with a cast-iron component. Carburetor and choke calibration have been revised to give better low-speed performance and fuel economy. Also for better low-speed torque, the camshaft has been advanced eight degrees.

Bore and stroke have been revised on the 383-cu in. V-8 engine. They're now 4.25 and 3.38 in. respectively (same stroke as the 361-cu in. V-8) as compared to last year's 4.03 x 3.75 in.

On V-8 engine carburetors, a new, 2-stage, step-up jet gives smoother part-throttle operation and improved mixture control. Also, float needles are synthetic-rubber-tipped to prevent carburetor flooding due to dirt between the needle valve and seat.

All cars for sale in California will have a closed crankcase ventilating system. It's optional for other areas.

(TURN TO PAGE 124, PLEASE)

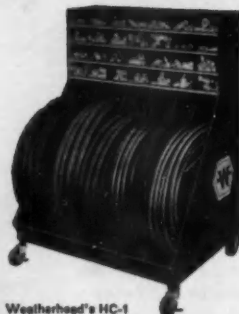


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United States Rubber

STOUGHTON, WISCONSIN

Chrysler

Continued from Page 122

Transmission news

There's a new heavy-duty, 3-speed transmission standard on some Plymouth (Fury power-packs) and Dodge (361 and 383-cu in. V-8's) cars. It's also standard on heavy-duty taxi packages, DeSoto cars and the new Chrysler Newport. On the Chrysler Windsor, it's a special-order option. On the Newport, it comes with

a floor-mounted, sports-car-type, stick shift lever.

The new transmission features all-helical gears, second and high synchromesh, mainshaft splines designed to reduce gear backlash with cast-iron transmission case, clutch housing and extension. Ratios are 2.55 low, 1.49 second, 1 third and 3.34 reverse.

Manual transmission for 6-cyl engines has new gear ratios of 2.71 low and 1.83 second to improve car acceleration. Manual transmission supplied with the 318-cu in. V-8 on Plymouth and Dart cars now has a

one-piece, cast-iron case, blocker-ring synchronizers, shorter and stiffer shafts. Gears are shot-peened to withstand higher torque. Ratios are 2.12 low, 1.43 second, 1 third and 2.73 reverse.

Six-cylinder Plymouths and Dodge Darts have a 5-leaf rear spring as compared to four in 1960 models. "Oriflow" shock-absorber base valve is narrower with shallower grooves to reduce hydraulic force needed for valve opening.

Steering gear

Manual steering gear on Plymouth, Dodge Dart, Dodge, DeSoto and Chrysler features a fabric-reinforced, rubber coupling between the steering gear and the shaft—serving as a universal joint in accommodating alignment variations. In addition to the needle-bearing cross shaft used this year, needle thrust bearings have been added to both ends of the cross-shaft roller.

Power-steering belt on 361 and 383-cu in. V-8's should last longer. Pump pivots on its mounting bracket so that only the weight of the pump pulls against the belt with the engine stopped. Belt tension increases automatically as pump drive torque increases.

Chrysler's unitized bodies are more corrosion-resistant. Before dipping in the primer, a special primer is sprayed on insides of door sills while the body is hot. After final baking, the same areas get coated with a high-melting-point, wax-type compound.

New this year on Plymouth and Imperial cars is a gearless, magnetic speedometer drive. Speedometer cable rotates a 12-pole magnet which in turn operates the drum-type speed indicator.

For the statistic-minded, Dodge offers 120 car models for 1961—if you consider 6 and 9 passenger station wagons as separate cars, if you throw-in all the engine options. Newest, of course, is the compact Lancer (in a 170 and a 770 series) added to the Dodge Dart (in Seneca, Pioneer and Phoenix models) and the regular Dodge (Polara).

On a 106.5-in. wheelbase, the Lancer has an overall length of 188.8 in., width of 72.3 in. and height of 53.3 in. Dart comes on a 118-in. wheelbase, measures overall 209.4 in. long, 78.7 in. wide, 54.8 in. high. Largest is the Polara with a 122-in. wheelbase. It goes 212.4 in. long, 78.7 in. wide and 54.9 in. high overall. Lancer comes on 6.50-13 tires, has a curb-to-curb turning circle of 37.8 ft.

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Ford



FORD

FORD has 2 and 4-door sedans in the 1961 Fairlane, Fairlane 500 and Galaxie. Also offered are 2 and 4-door, Galaxie and 2-door, Starliner hardtops. Sunliner continues as a convertible. Station wagons come in 2 and 4-door, 6-passenger Ranch Wagons; 4-door, 6 and 9-passenger Country Sedans and Country Squires. There are five engines available . . . 135-hp, 223-cu in. six; 175-hp, 292-cu in. V-8; 220-hp, 352-cu in. V-8; or 300 or 375-hp versions of the 390-cu in. V-8. Three-speed or overdrive manual transmissions are offered on all engines. "Fordomatic" automatic is available on all but the 390-cu in. V-8, "Cruise-O-Matic" on all but the 223-cu in. six.

More details? Circle 353 on reply card inside back cover

BIGGEST NEWS from Ford on its 1961 cars is a 30,000 mile chassis lubrication. Ford and Mercury cars are factory-lubed with a molybdenum disulfide lube. Tough plastic seals, liners and threaded plugs replace the usual grease fittings. When a lube job is needed, the threaded plugs are removed, grease fittings installed, the lube job done (using the special grease), the fittings removed and the threaded plugs put back.

Also new is a 170-cu in., 6-cyl engine, similar in design and a big brother to the 144-cu in. six introduced on the Falcon. New engine is rated 101-hp @ 4400 rpm with 156 lb ft of torque @ 2400 rpm. With 8.7 to 1 compression ratio, it uses regular fuel. The 144-cu in. six is rated 85 hp @ 4200 rpm, 134 lb ft of torque @ 200 rpm. It also has 8.7 to 1 compression ratio, uses regular fuel.

Some refinements have been made in the 144-cu in. six, are incorporated in the new 170-cu in. six. A snorkel-type air cleaner gives better air flow and smoother high-speed operation. New die-cast-aluminum engine front cover gives better sealing, replaces the stamped-steel part. Bell crank is mounted on the carburetor spacer to give smoother accelerator-linkage action. Vertical ribs have been added to the oil pan for greater rigidity.

However, there are differences in the two engines. Bore is the same (3.50 in.), but the stroke on the 170 is longer (2.94 vs 2.50 in.) The 170 has a larger throw crankshaft, shorter con rods, new slipper pistons, new cylinder head with different combustion-chamber design, larger intake valves. With the larger engine, there's a 15-in. fan, larger muffler, heavier rear axle with larger ring gear.

Both engines are offered on all Falcon and Comet cars, teamed with either a 3-speed manual or 2-speed "Fordomatic" transmission. With the larger engine, the automatic comes water-cooled. Automatic choke is standard on the Comet, a dealer-installed option on the Falcon.

The 223-cu in. six is rated 135 hp @ 4000 rpm with 200 lb ft of torque @ 2000 rpm. With 8.4 to 1 compression ratio, it uses regular fuel. It's offered on Ford and Mercury Meteor 600 and 800 cars with 3-speed or overdrive manual transmissions, as well as the 2-speed "Fordomatic" or "Merc-O-Matic." (Note: No overdrive is available on the Meteor 800.)

V-8 powerplants

Smallest V-8 offered is the 292-cu in. engine. It has a 2-barrel carbure-



LINCOLN CONTINENTAL

LINCOLN CONTINENTAL for 1961 has a 4-door convertible and a 4-door hardtop. Their 123-in wheelbase is 8 in. less than this year's 131. Engine is 430-cu in., rated 315 @ 4100 rpm, 465 lb ft torque @ 220 rpm. On front and rear suspensions, lower arm is attached to body crossmember by an isolated strut. Thick, bayonet-type, rubber bushing permits slight rearward wheel displacement to absorb road shock.

More details? Circle 354 on reply card inside back cover

FORD FALCON

FORD FALCON for 1961 offers a choice of two engines—standard 144-cu in. six or optional 170-cu in. six. Both have 8.7 to 1 compression ratio, use regular fuel. The 144 is rated 85 hp @ 4200 rpm, 138 lb ft of torque @ 2000 rpm. The 170 is rated 101 hp @ 4400 rpm, 156 lb ft of torque @ 2400 rpm. Both have 3.50-in. bore, with 2.50-in. stroke for the 144 and 2.94-in. for the 170. Car comes in 2 and 4-door sedan and 2 and 4-door station wagon models. Both manual and "Fordomatic" automatic transmission are available.

More details? Circle 355 on reply card inside back cover



COMET

COMET line for 1961 includes 2 and 4-door sedans on 114-in. wheelbase, 2 and 4-door station wagons on 109.5-in. wheelbase. Engine choices are the same as for the Falcon (above). Standard transmission is a 3-speed manual unit. Optional 2-speed automatic transmission is water-cooled when used with the larger engine. Automatic choke is standard on both powerplants.

More details? Circle 356 on reply card inside back cover



tor, is rated 175 hp @ 4200 rpm with 279 lb ft of torque @ 2200 rpm. Compression ratio is 8.8 to 1 and it uses regular fuel.

On Ford cars, it can be teamed with 3-speed or overdrive manual transmissions as well as 2 or 3-speed automatics. Same choice is offered on the Mercury Meteor 600 line with the addition of a new "Multi-Drive Merc-O-Matic" transmission. Same choices without the overdrive but plus the new "Multi-Drive" are available on Mercury Meteor 800 and Monterey models.

The 352-cu in. V-8 is rated 220 hp @ 4400 rpm with 336 lb ft of torque @ 2400 rpm. Compression ratio is 8.9 to 1. It comes with 2-barrel carburetor, uses regular fuel. It's offered on the same car models, teamed with the same transmissions as the 292-cu in. V-8.

The 390-cu in. V-8 comes in two versions, both using premium fuel. One, with 9.6 to 1 compression ratio, is rated 300 hp @ 4600 rpm with 427 lb ft of torque @ 2800 rpm. You can get it on Ford cars (with either 3-speed or overdrive manual or "Cruise-O-Matic" dual-range automatic transmission), Mercury Meteor 800 and Monterey cars (with the new "Multi-Drive Merc-O-Matic" transmission).

Higher-powered version of the 390-cu in. V-8 has a 10.6 to 1 compression ratio, is rated 375 hp @ 6000 rpm with 427 lb ft of torque @ 3200 rpm. While basically a police car option, it's available to all. It incorporates such features as larger 4-barrel carburetor, larger intake manifold, special exhaust manifold with extended branches, special camshaft and solid valve tappets.

New features on both versions of

the 390 include cast-aluminum front cover for better sealing and for more rigid support of the new 25 per cent higher-capacity vacuum pump. There are also slipper-type pistons with dish domes and dual valve springs—with the secondary damping spring wound in the opposite direction to the main valve spring.

All cars for sale in California will come equipped with a sealed crankcase-ventilating system. Feature is standard on the 390-cu in. engine, optional on others in other areas.

Chassis and body

Falcon door frames for 1961 are of heavier-gage metal. Vent window moldings have been redesigned for better seal, less wind noise. On both the Falcon and Comet, pre-lubricated,

(TURN TO NEXT PAGE, PLEASE)

MERCURY

MERCURY offers 2 and 4-door sedans in its 1961 Meteor 600 and 800 series. Meteor 800 and Monterey have 2 and 4-door hardtops and 4-door, 6 and 9-passenger station wagons. Monterey also has a 4-door sedan and a convertible. Four engine choices are: 135-hp, 223-cu in. six; 175-hp, 292-cu in. V-8; 220-hp, 352-cu in. V-8; 300-hp, 390-cu in. V-8. Transmissions include 3-speed or overdrive manuals, three "Merc-O-Matics."

More details? Circle 357 on reply card inside back cover



'61 Ford cars

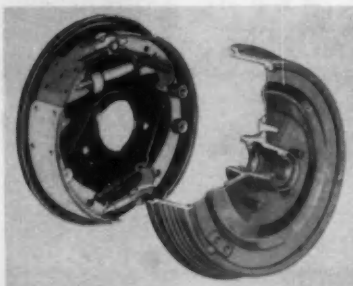
Continued from Page 127

threaded-metal bushings in the upper-arm pivots replace rubber bushings used this year.

Ford cars feature a flexible coupling in the steering shaft for less vibration. Also contributing to an easier ride are new butyl-rubber "pucks" in the body mounts giving more effective body/chassis insulation. In the manual-steering gear, needle bearings replace bronze bushings. Optional

power-steering unit is new. Ford says it makes parking 50 per cent easier yet retains a good road feel.

Also on Ford cars, brakes—as illustrated—are self-adjusting through a brake application while in reverse.



Pedal linkage has been revised to give a better mechanical advantage. Brake design remains much the same.

Optional "Cruise-O-Matic" automatic transmission is about 25 lb lighter. Most of the mechanical linkage from the accelerator pedal has been replaced with what Ford calls "TV" linkage. It's a vacuum throttle-valve control. Shift timing is thus built into the transmission and vacuum-cam assembly.

Mercury suspension

Mercury cars on all but the lowest-price series offer a new suspension system—"Cushion Link." In the front, the suspension incorporates changes at the front pivot of the lower arm. Instead of a single pivot pin, there's a two-pin-plus-shackle arrangement. Upper pin provides for normal vertical leeway. Lower pin allows the arm and wheel to move rearward when pushed by horizontal road shock. Large elliptical rubber bushing surrounds the upper pin to absorb this horizontal movement. At rest, the linkage holds shackle in center position.

On the rear, the suspension system features a new rubber-bushed tension shackle at the front leaf spring anchor. Another tension shackle at the rear of the spring is coupled with the front shackle to permit horizontal leeway for the rear wheels. Under normal loading, the system is self-centering.

"Merc-O-Matic" automatic transmissions—2, 3 and "Multi-drive"—speed models—incorporate the "TV" vacuum-control linkage as described above on the "Cruise-O-Matic." Mechanical linkage for "kick-down" is retained.

Thunderbird for 1961 comes in 2-door hardtop and 2-door convertible models on 113-in. wheelbase. Engine is 9.6-to-1-compression-ratio-300-hp version of the 390-cu in. V-8. Standard and only transmission is the dual-range "Cruise-O-Matic" with "TV" linkage. It also has 30-000-mile chassis lubrication.

A swinging steering wheel is optional on the '61 T'birds. It moves 10 in. to make way for the driver in entering or leaving the car. There's a coupling just below the steering-gear housing and a guide track beneath the instrument panel. It has an interlock with the transmission selector lever. Steering column unlocks when lever is moved to "Park" position. Lever cannot then be moved until the column is returned to normal driving position.

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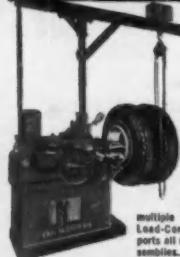
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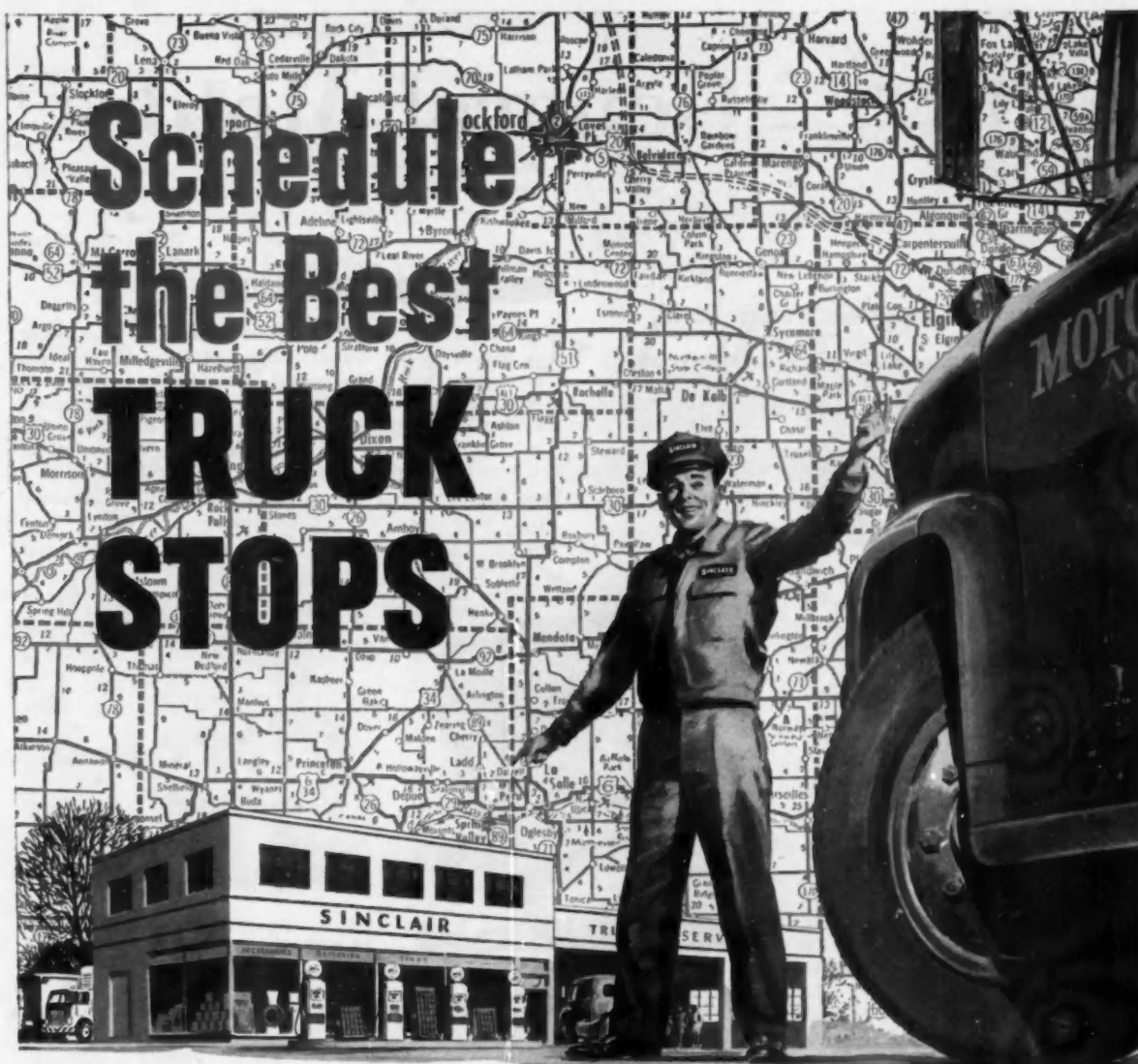
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in
1961
cars

General Motors



CHEVROLET CORVAIR

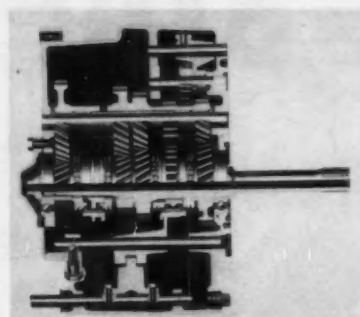
CHEVROLET CORVAIR's 1961 line has 2 and 4-door sedans in the Standard 500 and Deluxe 700 series. There are also the Monza 900 2-door hardtop, Lakewood 4-door six-passenger station wagon, Greenbrier sports wagon (for details on this see pages 102 and 105). Its 6-cyl engine is in 80 and 98-hp versions. Transmissions are 3 and 4-speed manual, "Powerglide" automatic.

More details? Circle 358 on reply card inside back cover

V GENERAL MOTORS' lineup for 1961 includes three new compact cars, Oldsmobile's F85, the Buick Special and Pontiac's Tempest. Strictly from a mechanical standpoint, this last will attract the most attention.

Tempest features a front-mounted, 4-cyl, 4F, deg slant, in-line engine that is, in fact, a modification of the right bank of Pontiac's 389-cu in. V-8. But that's not all. Similar to Corvair, the transmission and rear differential are combined into a transaxle. Propeller shaft is a long $\frac{3}{4}$ -in.-diameter forging housed in a heavy-steel torque tube. Swinging rear axle has a U-joint at the differential and at the wheel. And it has a unitized body on a 112-in. wheelbase.

Engine has a displacement of 194.5 cu in. with almost all parts interchangeable with the 389-cu-in. V-8 except the block and crankshaft. With standard 3-speed transmission, regular-fuel version with 8.6 to 1 compression ratio is rated 110 hp @ 3800 rpm with 180 lb ft of torque @ 2000 rpm. Premium-fuel version has 10.25 to 1 compression ratio, is rated 120 hp @ 3800 rpm with 202 lb ft of torque @ 2000 rpm.



Lift-out floor exposes Corvair wagon engine. 4-speed gear box is new

With optional automatic transmission, the regular-fuel version is rated 130 hp @ 4400 rpm with 195 lb ft of torque @ 2200 rpm. Premium-fuel ratio, is rated 140 hp @ 4400 rpm option has 10.25 to 1 compression with 207 lb ft of torque @ 2200 rpm.

Fifth engine option can be had with either transmission, has a 10.25 to 1 compression ratio, uses premium fuel and has a 4-barrel carburetor. It's rated 155 hp @ 4800 rpm, 215 lb ft of torque @ 2800. Later, an

aluminum-block V-8 rated 155 hp @ 4400 rpm with 220 lb ft of torque @ 2200 rpm will provide a sixth engine choice.

Tempest details

Engine's crankshaft is cast iron with five main bearings with generous bearing/crankpin overlap for greater rigidity. It has four integrally-cast counterweights with final balance held to 0.50 oz. Pistons are of heat-treated



CHEVROLET

CHEVROLET's 1961 models include Brookwood, Parkwood and Nomad 4-door, 6 or 9-passenger station wagons. Biscayne, Biscayne Fleetmaster, Bel Air and Impala offer 2 and 4-door sedans. There are also 2 and 4-door hardtops in Bel Air and Impala, plus an Impala convertible and a Biscayne 2-door, 3-passenger utility sedan. Engines range from 135-hp six to 350-hp V-8.

More details? Circle 359 on reply card inside back cover

PONTIAC TEMPEST

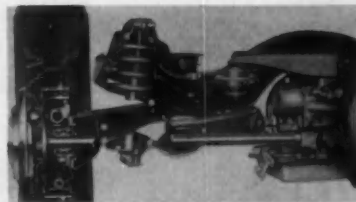
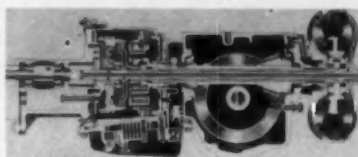
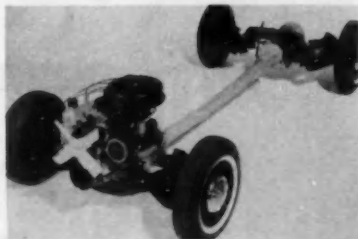
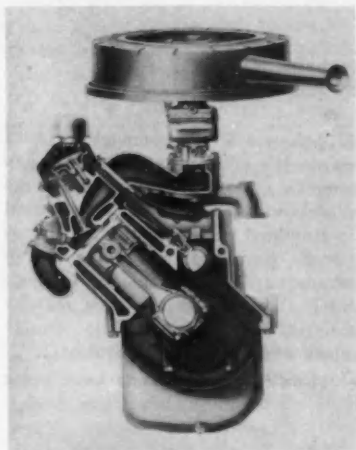
PONTIAC TEMPEST is 1961's most different new car. It's offered as a 4-door sedan or 4-door station wagon. It has a 4-cyl, slant engine with same bore and stroke as Pontiac's 389-cu in. V-8 (4 1/16 by 3 3/4 in.), with many parts interchangeable. Standard transmission is a 3-speed manual unit incorporated with the differential—a "transaxle" similar to Corvair's. Optional is a torque-converter-type, 2-speed automatic.

More details? Circle 360 on reply card inside back cover



Most different car this year is Pontiac's Tempest... and the most unusual differences are under the sheet metal. Here are its 4-cyl slant en-

gine (110, 120, 130, 140 or 155 hp), the "chassis," its transaxle (automatic transmission version) and how rear axle is assembled and suspended



making it a part of the sprung weight.

The long, flexible drive shaft has two damper-bearing assemblies bolted inside the torque tube. These consist of ball bearings, sealed and lubed for life, press-fitted over plastic-lined steel shells. These shell bushings and the inner race of the ball bearings rotate with the propeller shaft.

aluminum alloy, tin plated. Of slipper-skirt design, they are held to a 1/16-oz weight tolerance. Cast-iron compression rings are used with the top ring chrome plated. Oil-control ring is spring steel with expander. Its bearing surface is also chrome plated. Full-pressure lube system is similar to that on the 389-cu in. V-8.

Optional automatic transmission is first to use the split-torque principle.

It combines a 3-element converter and 2-speed planetary transmission. In high gear, drive is split with about 40 per cent of the torque transmitted mechanically and 60 per cent going through the converter. Unit is air-cooled.

In the rear, the unitized body attaches to a crossmember at four points. Also mounted on this crossmember is the transaxle assembly,

Oldsmobile F85

Oldsmobile's F85 goes 188 in. over-all length on a 112-in. wheelbase. The aluminum V-8 engine has aluminum block, heads, intake manifolds, clutch housing and water pump. It also has cast-iron cylinder liners centrifugally cast and bonded to the aluminum block with horizontal grooves the entire depth of the liner. Cast iron is also used for the valve guides, main bearing caps and exhaust manifolds... as well as the camshaft and crankshaft.

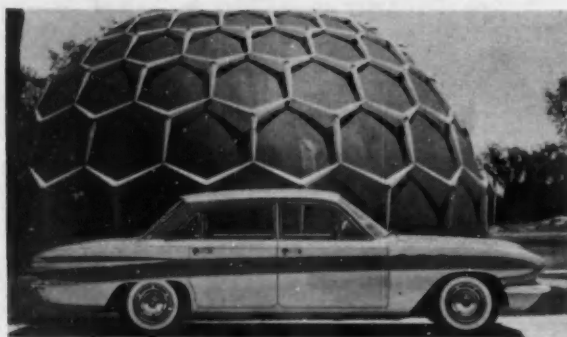
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PONTIAC

PONTIAC's regular 1961 line includes 4-door sedan, 2-door hardtop, two 4-door hardtops, convertible and 6 or 9-passenger, 4-door station wagons in the Catalina series. Ventura models are two 4-door hardtops with Star Chief offered in 4-door sedan or hardtop. Bonneville has 2 and 4-door hardtops, convertible and 4-door, 6-passenger station wagon. Eight versions of the 389-cu in. V-8 engine are available. With standard 3-speed manual transmission, standard engine on Catalina, Ventura and Star Chief cars is rated 215 hp. Bonneville's is rated 235 hp. Top hp offered is 318. Two "Hydra-Matics" are options.

More details? Circle 361 on reply card inside back cover





BUICK

BUICK for 1961 introduces a new compact—the Special—as a 4-door sedan or as a 4-door, 6 or 9-passenger station wagon. In the regular lines, you'll find 2 and 4-door hardtops and a convertible in LeSabre, Invicta and Electra models. LeSabre also offers 2 and 4-door sedans and 4-door, 6 or 9-passenger station wagons. And there's an Electra 4-door sedan. Special comes with a new 155-hp, *aluminum-block* V-8. Others come with the 364-cu in. V-8 . . . at 325 hp for Invicta and Electra cars, and 250, 235 or 300 hp for LeSabre models.

More details? Circle 362 on reply card inside back cover



OLDSMOBILE F85

OLDSMOBILE F85 is the third new compact for 1961 in GM's line of cars. It's offered as a 4-door sedan or 4-door station wagon in either Standard or Deluxe series. Engine is an *aluminum-block* V-8. Three-speed manual transmission is standard with a compact "Hydra-Matic" automatic optional. Engine is rated 155 hp @ 4800 rpm, 210 lb ft of torque @ 2800 rpm. The 215-cu in. engine has 3.5 by 2.8-in. bore and stroke, uses regular fuel, comes with a 2-barrel carburetor. While similar to Buick's aluminum-block engine, it's not identical.

More details? Circle 363 on reply card inside back cover



OLDSMOBILE

OLDSMOBILE's regular line for 1961 includes 4-door sedans, 2 and 4-door hardtops, convertibles in the Dynamic 88, Super 88 and 98 series. Also in the Dynamic 88 line are a 2-door sedan and a 4-door, 6 or 9-passenger station wagon. The 394-cu in. V-8 engine is rated 250 hp @ 4500 rpm with 405 lb ft of torque @ 2400 rpm on Dynamic 88 models. For Super 88 and 98 cars, it's rated 325 hp @ 4600 rpm with 435 lb ft of torque @ 2800 rpm. Standard transmission for both 88 series is a 3-speed manual unit. "Hydra-Matic" is standard on 98's.

More details? Circle 364 on reply card inside back cover



CADILLAC

CADILLAC for 1961 offers its 60 Special (4-door), 62 and 75 (8-passenger sedan or limousine) series. The 62 series includes regular and DeVille models as 2 or 4-door hardtops. Convertibles include the regular 62 and the Eldorado Biarritz. Later this year, there'll be a compact 62 4-door hardtop with overall length of 215 in. as compared to 222 in. on regular and DeVille 62's. Engine is the 390-cu in. V-8 rated 325 hp @ 4800 rpm with 430 lb ft of torque @ 3100 rpm. Compression ratio is 10.5 to 1. "Hydra-Matic" transmission is standard.

More details? Circle 365 on reply card inside back cover

Optional "Hydra-Matic" is a new compact unit, 95 lb lighter than the regular model. It's a 3-speed (direct-in-third) transmission with a 3-element fluid coupling providing a degree of torque multiplication in starting gear.

With the F85 having a unitized body similar to the Tempest's, it and the Tempest have similar front suspension. New ball-joint and "anti-dive" suspension arms are assembled as a unit and mounted on a separate crossmember, as is the entire steering linkage. Crossmember also fastens to the body.

Rear suspension is also new. There are two pairs of arms—one at the upper end, one at the lower. Lower pair is attached to the outer end of the axle tube at one end, to the body frame at the other. Upper pair of arms connects the differential housing to the body frame, controls lateral stability.

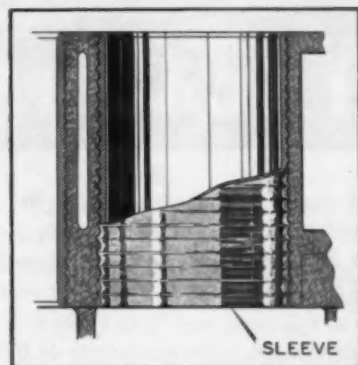
The more compact "Hydra-Matic" combines with a two-piece drive line resulting in a smaller floor tunnel.

Buick Special

Buick's new compact, the Special, also has a unitized body on a 112-in. wheelbase. While similar to the aluminum engine on the Olds F85, the aluminum V-8 offered on the Special is not identical. Pistons in the Buick engine are aluminum alloy with anodized finish. They are of full-skirt, double trans-slot design with a concave dome that forms part of the combustion chamber.

Oil pump is an integral part of the timing-chain cover, with the pump's cover serving as the base for the oil filter. Water jacket is incorporated in the intake manifold.

The Buick Special has a two-piece driveline, front and rear suspension similar to the F85 Olds. It does have a new rear axle. This features tap-



Here's how cast-iron sleeve fits in aluminum block of Buick's new engine

ered roller-bearing mounting for both the pinion and differential. Bearings are mounted in the differential on the inner cone.

Optional automatic transmission is an air-cooled, geared-turbine, torque-converter unit. It combines design features of the Buick "Turbine Drive" with the split-torque characteristic of the new Tempest optional automatic transmission.

Chevrolet engines

Corvair's air-cooled, horizontally-opposed 6-cyl engine is available rated

at 80 hp @ 4400 rpm with 128 lb ft of torque @ 2300 rpm . . . or rated at 98 hp @ 4600 rpm with 132 lb ft of torque @ 2900 rpm. Three and 4-speed manual (the latter a new unit) and "Powerglide" automatic transmissions are available. Don't overlook the new sports wagon illustrated on page 102 and described on page 105.

Chevrolet's power options start with the 235-cu in., 6-cyl engine rated 135 hp @ 4000 rpm with 217 lb ft of torque @ 2200 rpm. It comes with 3-speed or overdrive manual or
(TURN TO PAGE 160, PLEASE)



½ cent a mile saved in maintenance will boost net profit about 50%. So says the recent A.T.A. Research Survey.*

Launch such a maintenance cost reduction program by governing engine speed. It is generally recognized that preventing excessive engine speed will materially reduce engine and brake repairs. You also save on gasoline, oil and tires, besides reducing your accident hazard. Ask your insurance company about that.

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* Commercial Car Journal, March, 1960—"A. T. A. Asks Fleets..."

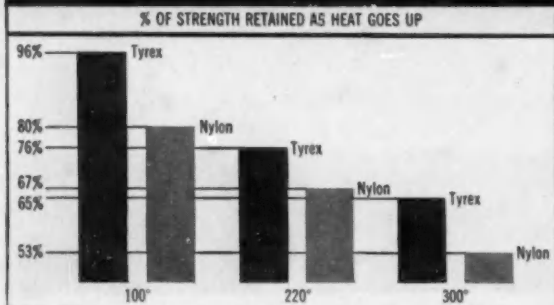
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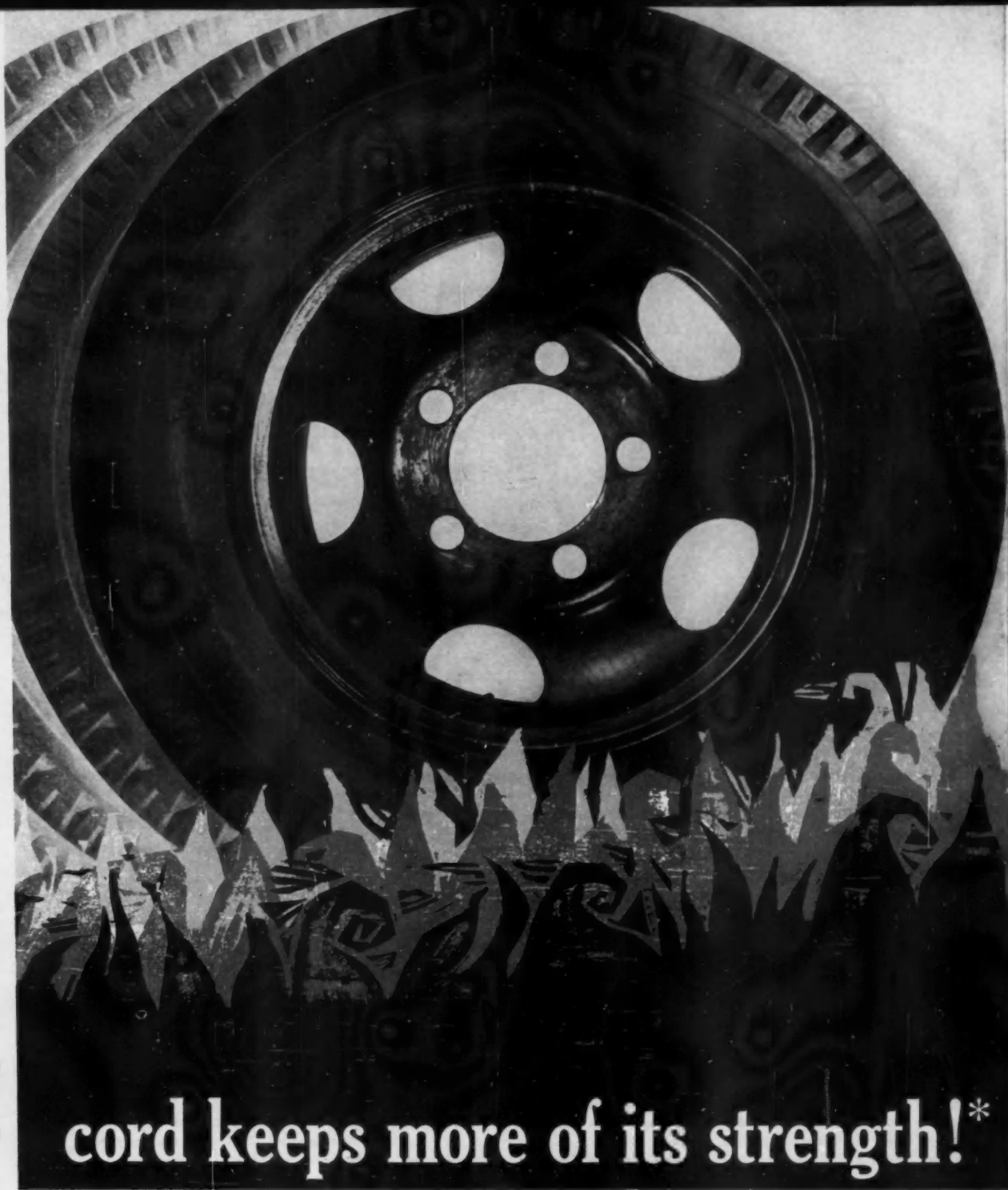
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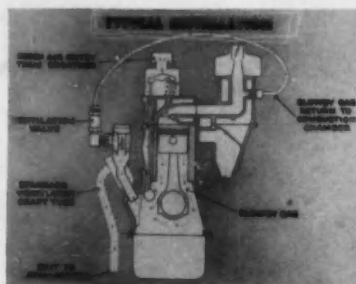
● More details? Circle 178 on reply card inside back cover



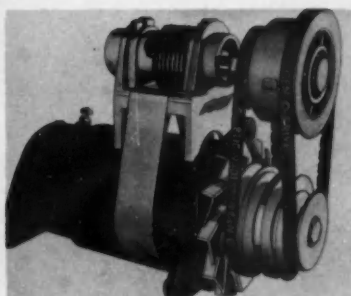
in vehicle accessories and supplies

It's easy to get more details about the items described.

Just fold out and use free reply cards inside back cover



Crankcase ventilation system from AC Spark Plug Div., General Motors Corp., Flint, Mich., is available for most types of trucks and cars. Said to combat engine sludge formation, prolong motor life and save gasoline, the system consists of crankcase-ventilation valves plus tubing, clamps and adapters. More details? Circle 410 on reply card



Generator overdrive from Consolidated General Products, Inc., Houston, Texas, boosts generator output, saves drain on battery. "Gen-O-Drive" steps-up rotation speed of the generator armature when engine is idling or operating under 750 rpm. As engine speed increases, over-drive mechanism is "locked out." More details? Circle 411 on reply card



Door retaining spring is for installation on the inside of small doors, completely invisible from the outside, requires very little inside space for clearance. A tiny steel spring-and-cam device holds door either open or closed. The Model No. 50 door retaining spring is made by South Chester Corp., Lester, Pa. More details? Circle 412 on reply card

TURN PAGE. THERE'S MORE

More permanent "permanent" anti-freeze

ANTI-FREEZE MAKERS, Du Pont, Dow Chemical and Union Carbide ("Prestone") are now offering a more permanent "permanent" anti-freeze. They don't agree on how "permanent" each anti-freeze is, but here's a run-down on each product.

"Dowgard"

Dow Chemical Company's "Dowgard" is also a glycol-based coolant for year-around use. It's already mixed, is put in a cooling system full strength. Deionized water is used in the solution. It's designed to prevent freezing and overheating from -40 deg to +240 deg. F. Unless the cooling system develops leaks or other

trouble, "Dowgard" is good for one year. The maker recommends that the cooling system should be drained and refilled with new "Dowgard" each year.

More details? Circle 413 on reply card

"Prestone"

"Prestone" Long Life Coolant is Union Carbide's entry in the permanent "permanent" anti-freeze market. It, too, has an ethylene glycol base with both chemical and polar oil inhibitors added. It's undiluted, is mixed with water at the time of installation to give the desired anti-freeze protection. Union Carbide says the new product is "guaranteed for

one full winter's use" although the maker adds that after the first winter "the solution should be checked periodically for anti-rust protection."

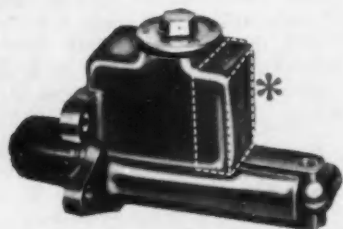
More details? Circle 414 on reply card

"Telar"

Du Pont says its new "Telar" is a glycol-based coolant for year-around use. It's described as a "never-drain" product, good for the life of the vehicle. Should the coolant become contaminated, it changes color from its normal red to a bright yellow, to warn you of the condition. "Telar" is sold as a concentrate, is mixed with water.

More details? Circle 415 on reply card

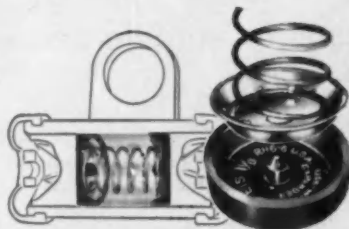
• WHEEL CYLINDERS AND KITS • FILLER-TYPE CUPS • PLAIN CUPS • RIBBED CUPS •



NEW! 20% LARGER FLUID RESERVE TANK ON ALL 1959-60 GM PASSENGER CAR MASTER CYLINDERS! EIS Master Cylinders are precision-made and accurately machined with a mirror-like internal finish. The new, Shell-Moulding Process insures a close grain finish, less porosity and no external imperfections. You get this fine EIS finish **AT NO EXTRA CHARGE!**



The secondary seal problem is solved! EIS incorporates the famous **RIBBED SECONDARY CUP** in all master cylinders—includes them in every **EIS Master Cylinder Repair Kit AT NO EXTRA CHARGE!**



Every EIS Wheel Cylinder comes with built-in **"E" SERIES HRC* CUPS WITH EXPANDERS AND SPRINGS!** CUPS are moulded of a "Heat-Resisting-Compound," specially formulated to insure trouble-free operation in high-heat conditions created by smaller drums and faster stops. They will also operate efficiently at **-40°F.** The pistons in EIS Wheel Cylinders are heat-treated for hardness to reduce scuffing. EIS extras **AT NO EXTRA CHARGE!**

If you're looking
for **SOMETHING EXTRA** in
brake parts, you'll always find it
in



Ask your EIS Distributor or write for catalogs

EIS AUTOMOTIVE CORP.
Middletown, Conn.

Clutch Slave Cylinders giving you trouble? EIS eliminates the trouble spot with these **NEW CLUTCH SLAVE CYLINDER REPAIR KITS.** They're **AVAILABLE FOR CHEVROLET, DODGE, GMC, FORD, INTERNATIONAL, MACK AND WHITE TRUCKS.** All kits include the famous and patented **EIS Ribbed Cup — AT NO EXTRA CHARGE!**

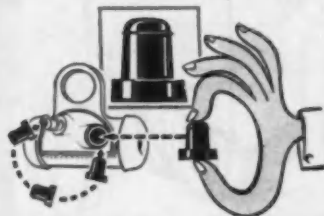
*Pat. No. 2,465,175



NEW EIS FORD 1960 MASTER CYLINDER COVER WITH HEXAGON DRAWN HEAD THAT MAY BE TIGHTENED WITH A STANDARD DRAIN PLUG WRENCH! The cover is fitted with a no-splash gasket that stops cover seepage — an EIS extra feature **AT NO EXTRA CHARGE!**



EIS Wheel Cylinders come with this **Combination BLEEDER SCREW DUST CAP and INTERNAL THREAD PROTECTOR!** Remove it from inlet hole before installation — then invert and snap it on bleeder screw to keep out dirt and grease! An **ANNEALED COPPER GASKET** is supplied where required. Both are EIS extras **AT NO EXTRA CHARGE!**



• RIBBED SECONDARY CUPS • SAE "SUPER" BRAKE FLUIDS • SWITCHES • HOSES •



in vehicle accessories and supplies

Flasher switch

from Auto Lamp Mfg. Co., Chicago, flashes four or six lights simultaneously. The Heavy-Duty Hazard-Warning Emergency Converter or Throw-Over Switch is compact,



mounts on or under dash. It's available for 6-volt systems with Model No. 535 flasher, for 12-volt systems with Model No. 534 flasher, or for 6- or 12-volt systems without flasher. More details? Circle 416 on reply card

Air suspension

is designed for trucks and trailers with low-mount requirements. The Model No. SA-208 "Stabilaire" sus-



pension is made by Western Unit Corp., City of Industry, Cal. Maker says the tandem suspension is compact, easily installed.

More details? Circle 417 on reply card

Flare kits

from R. E. Dietz Co., Syracuse, N. Y., are said to meet ICC and state regulations for oil-burning flares. Maker says they'll withstand 45-mph winds, burn in rain or snow. Model

No. V-3 bracketed flare features a retractable burner, rigid flat bracket and retainer arm. Each flare has snuffer cap and flag-staff socket.

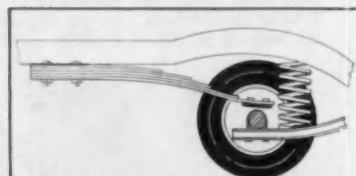
More details? Circle 418 on reply card

Model No. CC-30 oil flare has a fixed-type burner. Cap is a triple bayonet lug snuffer with grip chain and flag-staff socket. Three flares fit in compact double-flanged box.

More details? Circle 419 on reply card

Overload spring

is said to increase payloads on 1960 Chevrolet and GMC 1/2- and 3/4-ton panel and pickup trucks. Laher



Spring and Electric Car Corp., Oakland, Cal., says it distributes weight evenly, improves riding quality and protects axle.

More details? Circle 420 on reply card

TURN PAGE. THERE'S MORE



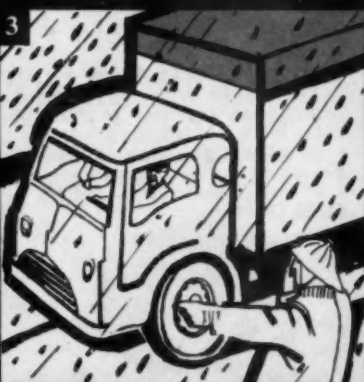
More Truck Tarp Tips from REEVES

Whether you have one truck or a fleet, you'll save time and money when you specify tarps of Coverlight... for they are: 1) lightweight... easy to handle 2) flexible... never shrink or get brittle, hold their shape 3) waterproof... never admit or absorb moisture... protect your cargo at all times 4) durable... last longer, easier to maintain and repair.

Available in Hypalon and neoprene-coated nylon. See your tarp supplier or write to Dept. CCJ.

REEVES VULCAN

Reeves Brothers, Inc., Vulcan Rubber Products Division
1071 Avenue of the Americas • New York 18, New York



Sundstrand **RELY-ABILITY** serves the frozen-food industry

How Sundstrand refrigeration drives help keep halibut socially acceptable in the summer time

When summer temperatures inch toward the 100° mark, keeping fish and other foods safely frozen can be a trucker's nightmare. Mid-Central Fish Company, Kansas City, Missouri, solved this problem on its six-truck semitrailer fleet by installing Sundstrand refrigeration drives.

The durability of these drives assures reliable, trouble-free performance far in excess of conventional drives. Since Mid-Central installed its first Sundstrand unit in 1956, its trucks have traveled more than 750,000 miles without a breakdown at any time due to faulty refrigeration.

Under its old system, Mid-Central relied on holdover cold plates recharged during layovers by electrically powered compressors. In hot weather, the temperature in the compartments often rose enough by late afternoon to cause discoloration in some of the seafoods. Losses often were sizable.

Now the refrigeration compressors are powered by Sundstrand hydraulic pumps and motors. Lost refrigeration is replaced *on the road*. Drivers can make deliveries all day in the hottest weather without worrying about discoloration or spoilage.

Sundstrand refrigeration drives can pay off for you in reduced maintenance and lower operating costs. Write for Bulletin No. 5002-4 today!

Variable RPM

Engine
or PTO

Pump

Refrigeration
unit

Motor

Constant RPM

Regardless of engine or PTO rpm output speed of Sundstrand drives is constant—maintains refrigeration at a constant level.

SUNDSTRAND HYDRAULICS

DIVISION OF SUNDSTRAND CORPORATION

2210 Harrison Ave., Rockford, Ill.—Eastern Sales Office: 89 Summit Ave., Summit, N. J.
AIRCRAFT AND INDUSTRIAL HYDRAULIC TRANSMISSIONS AND VALVES • OIL BURNER PUMPS
MACHINE TOOLS AND ACCESSORIES • PACKAGING MACHINERY
SMALL TOOLS AND INDUSTRIAL SPECIALTIES

HYDRAULIC PUMP CAN BE DRIVEN BY:

Engine

Power Take-off

Trailer Live Axle





in vehicle accessories and supplies

Factory-built generators made by the Electric Autolite Co., Toledo, Ohio, comes in 12 models that are said to replace over 200 original-equipment and service-type generators. The Universal Generators are now available in 6- and 12-volt models for trucks made by Dodge, Studebaker, Ford, Chevrolet, GMC, International Harvester and Willys. There

is no core charge under the new Universal Generator program and no exchange is required.

More details? Check 421 on reply card

Bus seat newly designed by American Seating Co., Grand Rapids, Mich., is the light-

weight "Expressway" recliner seat for intercity coaches. The passenger seat has an aircraft-type frame of high-strength-alloy steel, welded-seam tubing. Legs are chrome-plated steel.



Seat cushion is full-depth polyurethane foam mounted over arched-spring frame construction. Contoured, polyurethane foam seat back is tapered for greater aisle space at headrest level.

More details? Check 422 on reply card

Grote Equipment Complies With NEW I.C.C. REGULATIONS

The Grote Manufacturing Company produces a complete line of truck lighting equipment which complies 100% with the new regulations.

These items are typical of the entire Grote line...



222 CLEARANCE & MARKER LAMP

Less than 1" in depth with an overall diameter of 2 1/2". Plastic twist-on bullseye lens makes lamp extremely brilliant. Rust proof aluminum housing.



C-260 CAB MARKER LAMP

Streamline design . . . Maximum visibility . . . easily installed without disassembling . . . cannot rust or corrode.



218 STOP AND TAIL LAMP

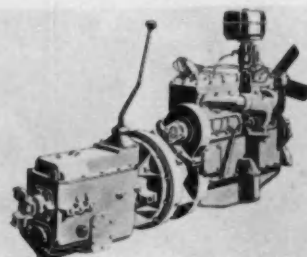
The brightest stop and tail lamp available . . . one piece plastic lens and lens door provides greater illumination area . . . plasticloom seals brass socket connection . . . sturdy lamps for a variety of applications.



Lamps • Directional Signals • Reflectors • Flares • Mirrors

The Grote Manufacturing Co., Inc. • State Route #7, P.O. Box 766 NMS, Madison, Ind.

Power takeoff unit bolts to the engine flywheel housing ahead of and independent of clutch and transmission. The Model No. P-200 Flywheel Power Takeoff is made by Clark Equipment Co., Jackson, Mich., for concrete mixers,



fuel trucks, fire trucks and other equipment requiring large amounts of engine power to drive accessories. It's adaptable to gasoline or diesel engines with either SAE No. 2 or SAE No. 3 bell housings.

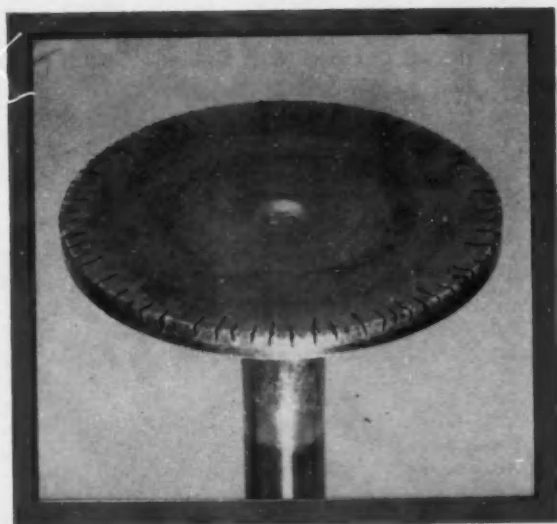
More details? Check 423 on reply card

Speed-warning device called Speed-O-Minder is a warning buzzer that sounds the moment a driver exceeds any preset speed. Engler Instrument Co., Jersey City, N. J., says the device is easily installed and operates accurately in conjunction with the speedometer.

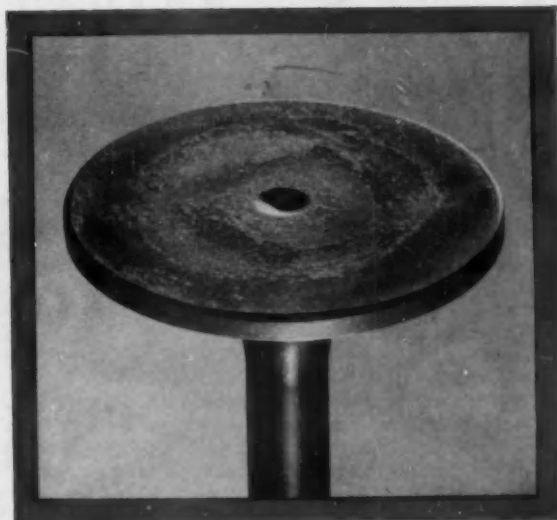
More details? Check 424 on reply card

Accelerated Engine Test Comparison Proves EATON SUPER-ALLOY VALVES LAST MANY TIMES AS LONG

AS VALVES MADE FROM COMMONLY USED ALLOYS



COMMONLY USED ALLOY
Failed at Less than
600 Hours

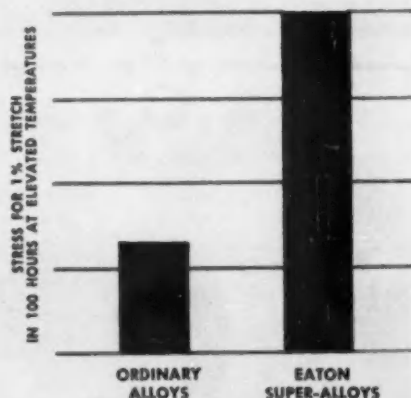


EATON SUPER-ALLOY
in Excellent Condition
after 3000 Hours

To meet the requirements of extreme heavy duty service, Eaton has developed unique production methods for the making of exhaust valves of super-alloys possessing exceptionally high hot-strength and corrosion resistant properties. These Eaton Super-Alloy Valves are "custom tailored" to meet the specific requirements of the engines for which they are designed.

As a pioneer in the development of valve designs and materials which have added thousands of miles to valve life expectancy, Eaton has made such important contributions as sodium cooled valves, seat-faces of high-alloy materials, aluminized valves, and now super-alloy valves.

If you build engines—either gasoline or diesel—for heavy duty applications such as motor trucks, buses, earth moving machinery—it will pay you to discuss the advantages of Eaton Super-Alloy Valves with our engineers.



The results of laboratory tests represented by the above graph indicate the superior hot-strength of Eaton Super-Alloys over commonly used exhaust valve materials.

EATON

— VALVE DIVISION —
MANUFACTURING COMPANY



PRODUCTS: Engine Valves • Tappets • Hydraulic Valve Lifters • Valve Seat Inserts • Jet Engine Parts • Hydraulic Pumps
Truck and Trailer Axles • Truck Transmissions • Permanent Mold Iron Castings • Automotive Heaters and Air Conditioners
Fastening Devices • Cold Drawn Steel • Stampings • Forgings • Leaf and Coil Springs • Dynamic Drives and Brakes
Powdered Metal Parts • Gears • Variable Speed Drives • Speed Reducers • Differentials • Centralized Lubrication Systems



in shop and fleet equipment

It's easy to get more details about the items described.

Just fold out and use free reply cards inside back cover

Here are ice-and-snow melters offered by four manufacturers to help you make your selection before the big freeze sets in this winter:

Chem Industrial Co., Cleveland, Ohio, offers two types of melters this year. Both are said to generate heat as soon as they contact ice or snow with 30 times the thawing capacity of salt. Maker says they won't discolor or damage pavement or leave messy residue. The first, called "Melt," is in pellet form. It's recommended for hand spreading in small areas such as shipping docks, steps or walks. Second, "Melt Extra," comes in aerated crystalline chips to provide 35 to 40 per cent more bulk quantity per lb than pellets. Recommended for mechanical-spreader use, it also mixes well with sand, cinders or other abrasives.

More details? Check 425 on reply card

"Ice-Floe," made by Walton-March, Highland Park, Ill., is said to be better than ever this year. Bigger particles have been mixed with the small pellets. Small ones quickly melt surface ice while large ones act longer, go deeper to get to the bottom of it. Maker says it won't hurt pavement, tires, shoes or grass, doesn't make a mess.

More details? Check 426 on reply card

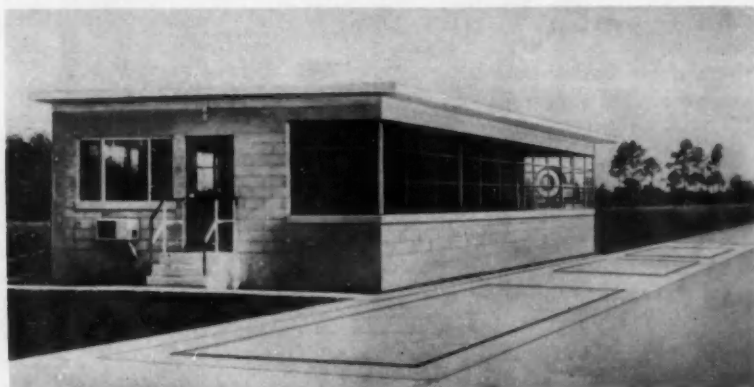
"Ice Rem Super," from Speco, Inc., Cleveland, Ohio, comes in a new pack-

age for convenient handling during application. The 25-lb "carry-out" package is said to provide a two-weeks mid-winter supply for an average 25,000-sq ft building. It comes in chip form, won't do any damage or leave residue. Usual bulk quantities are also available.

More details? Check 427 on reply card

"Revere Ice Melter" is a product of Revere Chemical Corp., Cleveland, Ohio. It comes in snow white pellets for quick action on ice or snow. You can get any quantity, in bulk lots or containers ranging from 10-lb kits to 150-lb drums. It's also said to be harmless and clean to use.

More details? Check 428 on reply card



Three-platform truck scale

determines load carried by each axle and computes gross vehicle weight without moving the vehicle, according to the maker, Toledo Scale Corp., Toledo, Ohio. The Electronic Load Cell truck scale has three platforms which may be constructed to any size requirement. In most applications, one 24 x 10-ft and two 10 x 10-ft platforms are used, each supported on electronic load cells. A single, remotely-located scale head indicates and prints amount of load on each axle and the total weight on the three platforms. Simultaneous recording at scale location and at a remote point is also possible.

For more information, circle 322 on reply card

Portable nibbler

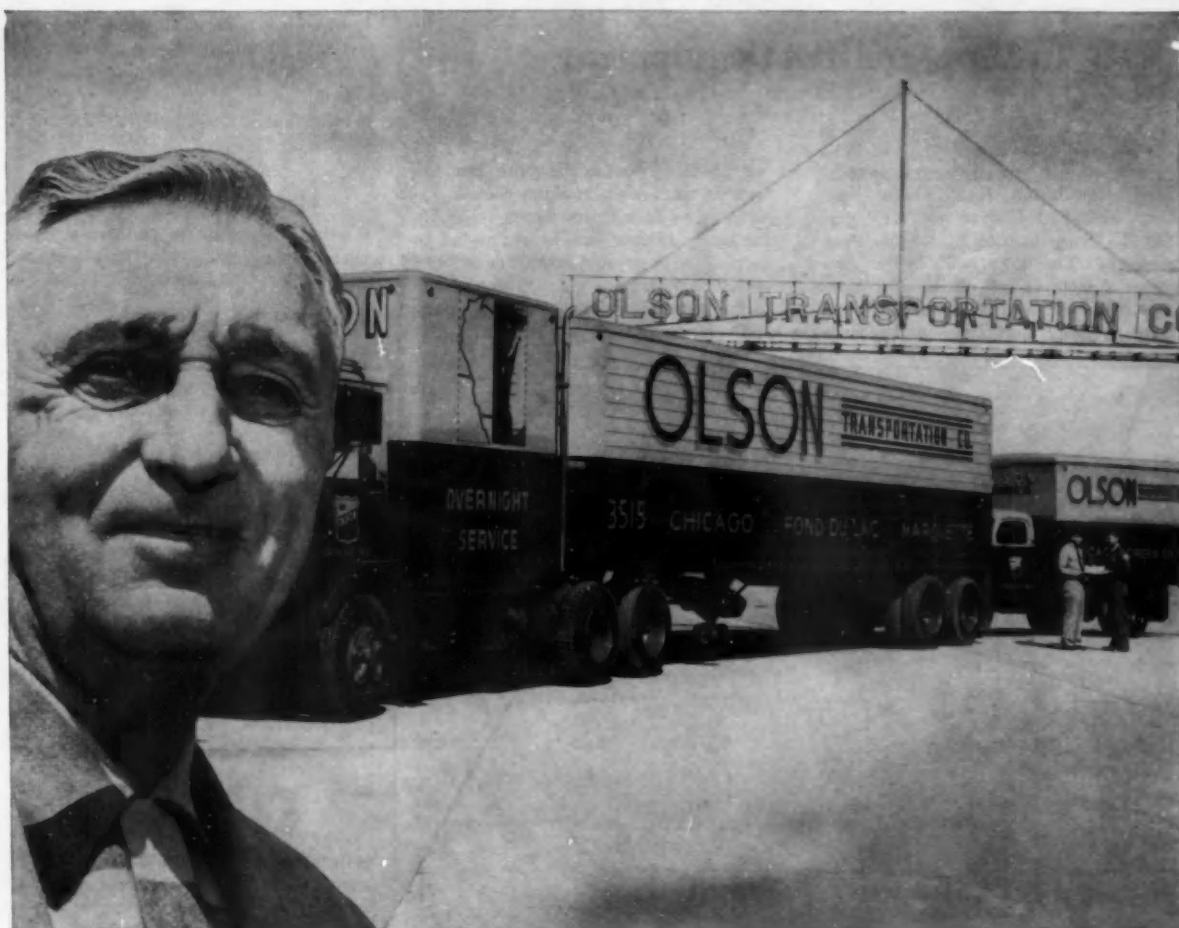
is compact, lightweight, fits into standard-size tool box. Fenway Machine Co., Philadelphia, makes six types of nibblers. Each can be used by fleet shops as a portable cutting tool, or



can be vise-mounted for bench work. Important feature is a punch and die action that won't distort materials, forces chips down and away from operator to prevent injury.

More details? Check 429 on reply card

TURN PAGE. THERE'S MORE



"We average more miles with **LIPE CLUTCHES**"

says Olson Transportation Co., Green Bay, Wisconsin

M. J. Madigan, Olson Maintenance Superintendent, remarks: "Some time back, we decided to give Lipe Clutches a thorough tryout as interchanges for original equipment. Our records show that they have produced more miles before overhaul than the clutches supplied with our units when new. Needless to say, we are very satisfied with these results."

Measure Lipe Clutch value by any standard you like . . . by ton-miles per year, by number of engagements or miles between teardowns, by vehicle use per repair dollar . . . and you'll agree with reports from all over the country that Lipe delivers more profit-building performance per dollar of cost. That's why . . .

the trend is to LIPE!



You can get Lipe Factory-Exchange or interchange clutches for vehicles 18,000 lbs. G.V.W. and up. See your Lipe Jobber: He's listed in the Yellow Pages.





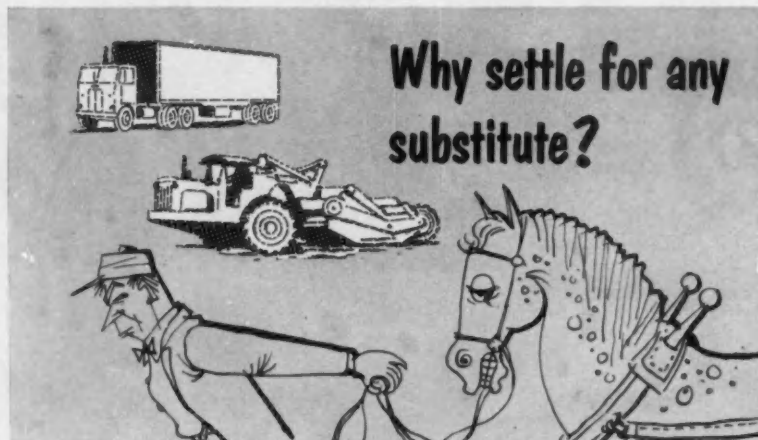
in shop and fleet equipment

Computer system from Remington Rand, New York City, is called Univac "STEP" (for Simple Transition to Electronic Processing). The new solid-state computer system is for offices now using punched-card equipment but which have growing electronic data-process-

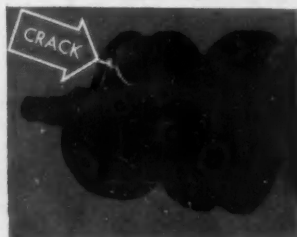
ing needs. The flexible plan has the Univac solid-state computer as a nucleus. The four units which make up the basic system can be expanded to keep up with growth of business. The system can simultaneously read four cards, punch a fifth print-out data and solve arithmetic problems. It

handles payroll problems, billing and inventory control, sales analysis, statistical reports and savings and loan accounting.

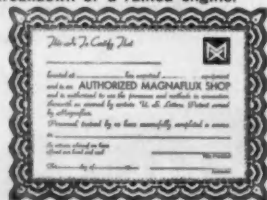
More details? Check 430 on reply card



ROLL SAFE! Be Sure You Get Real MAGNAFLUX-MAGNAGLO* INSPECTION with Every Overhaul!



This cracked crankshaft was quickly and positively identified by Magnaflux-Magnaglo during engine overhaul. Otherwise apparently sound, it would have failed soon—caused a breakdown or a ruined engine.



BE SURE! —
GO TO THE SHOP WHERE
YOU SEE THIS CERTIFICATE!

● More details? Circle 186 on reply card inside back cover

When you insist on genuine proven Magnaflux-Magnaglo inspection of every critical part during overhaul you cut operating cost—assure on-time service—stretch safe mileage without road failure or accident from broken parts.

Magnaflux-Magnaglo pinpoints defective parts at low cost during maintenance or overhaul, so no cracked parts are reassembled: Spindles, axles, etc. when brakes are relined; heads when valves are ground; blocks, engine, steering, and drive parts at overhaul. You don't use the bad nor throw away the good.

Economic maintenance requires the best in test equipment, in trained personnel, in the manufacturers' standards, and in dedicated test know-how. Rely on your Authorized Magnaflux Overhaul Shop for top quality trouble free service. He uses the most modern test equipment—the same as used by all automotive manufacturers. Magnaflux Corporation, 7308 W. Lawrence Ave. Chicago 31, Illinois.



A SUBSIDIARY OF
GENERAL MILLS

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*MAGNAFLUX, MAGNAGLO, REGISTERED
TRADEMARKS OF MAGNAFLUX CORPORATION

MAGNAFLUX CORPORATION

TEST SYSTEMS

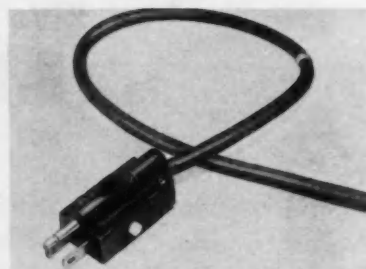


—13 oz., 1 lb. 10 oz. and 2 lb. 1 oz. It's said to be non-sparking, non-chipping and non-spalling, yet soft enough to prevent damage to fine surfaces.

More details? Check 431 on reply card

Motor protector

is designed to keep small motors from burning out due to overload or overwork. The Motor Protector from Modern Mfg. Co., Willow Grove, Pa.,



is a miniature circuit breaker. It automatically cuts-off power in portable power tools in case of overload. It's reset with a button, instead of fuses.

More details? Check 432 on reply card

Compressed air

kit is designed to prevent air line freezing during winter months. The Perma-Thaw system consists of an adjustable alcohol injector to be located in the fleet shop and an automatic liquid separator for simple installation near airpump. Alcohol vapor keeps the line free of frost. The separator removes alcohol and mois-

(TURN TO PAGE 150, PLEASE)

MORE POWER TO YOU

WITHOUT
EXCESS
WEIGHT



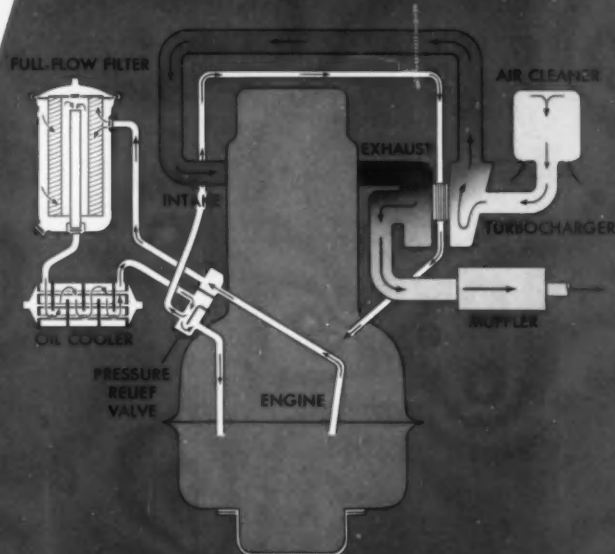
MACK oil-cooled Turbocharged Thermodyne diesel

High on the list of problems facing truck operators is getting the increased horsepower to move loads in the 68-72,000 lb. GCW class without adding excessive weight or sacrificing accessibility.

A growing number of profit-minded operators have found an ideal solution. It's the Mack Thermodyne® diesel engine with oil-cooled Turbocharger which weighs only 115 lbs. more (including full-flow filter and oil-cooler) than its naturally aspirated counterpart, yet provides 205 hp.

If you need increased horsepower, don't add 450 or 500 lbs. to get it. Instead, put the Turbocharged Mack-built Thermodyne engine to work for you.

MORE POWER TO YOU



...Mack does it by putting waste energy to work

To get more power from a diesel engine, more fuel is required. And to burn more fuel, the amount of air introduced in the cylinders must be increased in order to maintain high thermal efficiency.

The Mack 4-inch oil-cooled Turbocharger increases air intake by using waste energy of engine exhaust to operate a turbine. Cast integrally with the turbine rotor and thus driven by it, a centrifugal blower takes air from the air cleaner and forces it into the intake manifold under pressure.

The Mack Turbo has only one moving part—the compact turbine-blower unit—with no mechanical connection with the engine. Therefore, there is no parasitic horsepower loss.

The Thermodyne Turbocharger is lubricated and oil cooled as an integral part of the engine's lubricating and cooling systems. Engine oil is water cooled and thoroughly cleaned every cycle by full-flow filtration to prolong engine, turbocharger, and oil life.

...with turbocharging's superiority

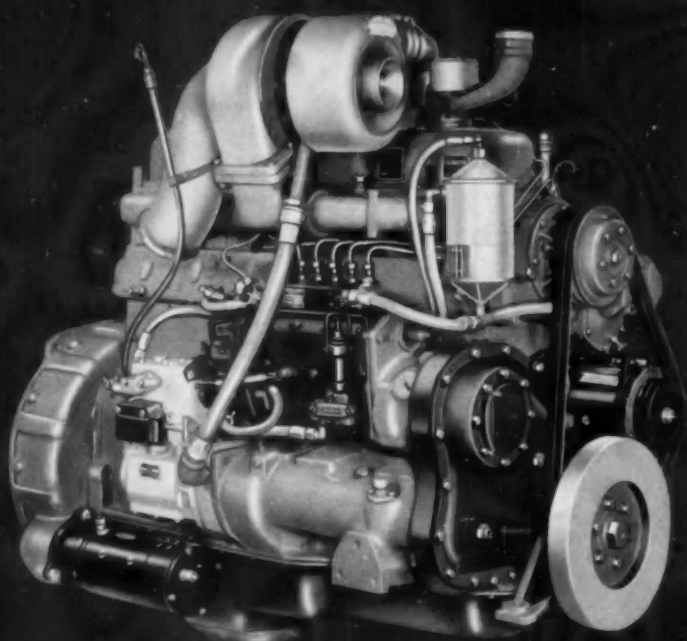
First of all, Mack turbocharging offers marked weight-reduction advantages. With truck and equipment manufacturers spending hundreds of thousands of dollars to reduce chassis weight, it is foolish to increase engine weight excessively if it isn't necessary.

Likewise, manufacturers are working to keep engine size to a minimum so that bumper-to-back-of-cab dimensions can be kept at a minimum without sacrificing engine accessibility or cab comfort. The Turbocharged Thermodyne engine is no longer than the naturally aspirated model

which is known for its compactness, complete accessibility and the cab comfort it allows the driver.

Simplicity of operation is another reason for the superiority of turbocharging. With only one moving part and lube and cooling systems integral with the engine, the Mack Turbo requires far less maintenance than mechanically-driven superchargers.

Furthermore, because exhaust volume and pressure are greater under engine load—not just at high speed—you get turbocharging when you need it most.



... with longer life and lower cost

Champion of the diesels, both in fuel economy and low expense for maintenance and repair, Mack-built Thermodyne diesels offer the utmost in reliability, long life and stamina, in addition to which they provide remarkable ease of starting, smoothness and flexibility of performance.

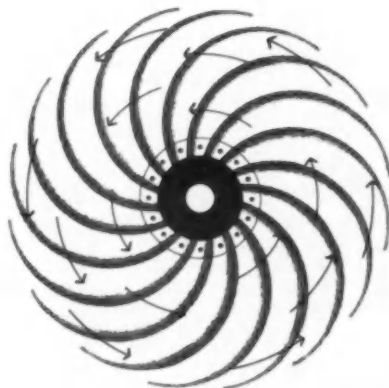
These advantages—found in both turbocharged and naturally aspirated models—result from rugged and time-proved construction, dependable four-cycle operation, and the highly-developed Air-Swirl combustion system. Built solely and specifically for Mack vehicles, these benefits are the culmination of more than 17 years of continuous production of Mack diesels.

Like its naturally aspirated counterpart, the Mack

Turbocharged Thermodyne diesel delivers far more usable horsepower than comparably rated engines of greater size and weight.

No other diesel engine offers the benefits found in both of these Mack engines: Full-length water jackets . . . Dura-faced valve lifters . . . Everlasting timing gears . . . angle-split connecting rods . . . and Mack's exclusive Air-Swirl combustion chamber design.

These are prime reasons why Mack has led in diesel truck sales for seven straight years . . . why there are twice as many diesel-powered Macks on the road today as any other make. For the same reasons, the Mack-built Turbocharged Thermodyne lasts longer and costs you less.



MORE POWER TO YOU

... with all the guesswork removed

The Mack-built Turbocharged Thermodyne is as simple and easy to operate as the naturally aspirated Thermodyne, thanks to advanced Mack design and engineering. And it becomes easier still with all guesswork removed by a Mack pyrometer.

This valuable instrument, installed on the turbocharged diesel, gives the driver an immediate picture of the engine's operating condition by measuring the exhaust temperature. The pyrometer tells him when to downshift to avoid overloading engine by lugging or over-fueling . . . it tells him when an engine is malfunctioning so he can eliminate costly repairs by detecting the cause immediately.

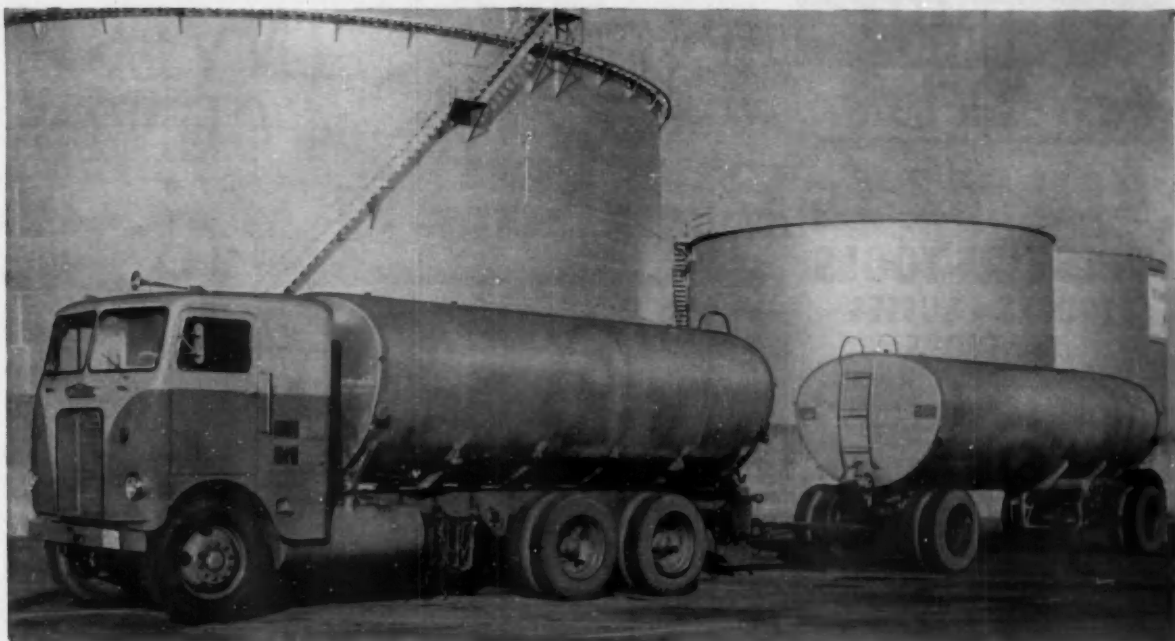
Thus, with drivers instructed to "drive by the pyrometer, shift by the tachometer," operation is greatly simplified . . . no lugging . . . no engine or turbo overloading . . . no more destructive excessive exhaust heat.

Join fleet operators all over the nation who are hailing the Turbocharged Mack-built Thermodyne diesel as the ideal solution to getting increased horsepower for today's gross loads without adding excessive weight or bulk. Join fleet operators who depend on the Mack Turbocharged Thermodyne for trouble-free performance . . . relative fuel economy comparable to the naturally aspirated Mack-built Thermodyne diesel . . . turbocharger reliability—as proved in hundreds of thousands of miles of operation.

MACK FIRST NAME FOR **TRUCKS**

Mack Trucks, Inc., Plainfield, New Jersey • Mack Trucks of Canada, Ltd., Toronto, Ontario





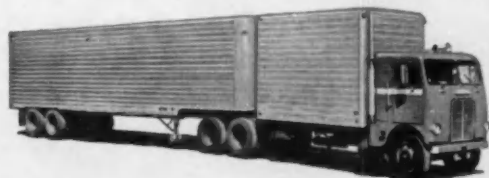
Specify Parish Truck Siderails For Longer Vehicle Life, Lower Upkeep!

Remember—you can *specify* the make and type of frame in the new trucks you order . . . so be sure to ask for Parish alloy steel siderails and get greater efficiency at less cost per mile!

Parish siderails are made of heat-treated, Dana-Loy 110 steel, are 277% stronger than ordinary carbon steel siderails. They're designed and built to stay

straight and strong under capacity loads and uneven terrain, hence protect the vehicle against costly misalignment.

Your truck lasts longer, performs better, and costs you less to operate when it's equipped with Parish siderails. They're available through some 30 truck and trailer manufacturers—so, specify Parish siderails next time you order new equipment.



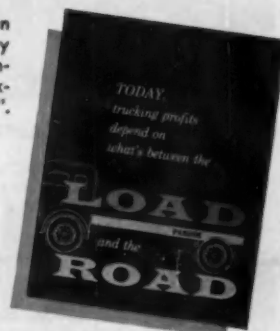
For the complete story on Parish heat-treated alloy siderails, write for the interesting, illustrated booklet—"Load and the Road".



PARISH

PRESSED STEEL

DIVISION OF DANA CORPORATION • READING, PENNSYLVANIA



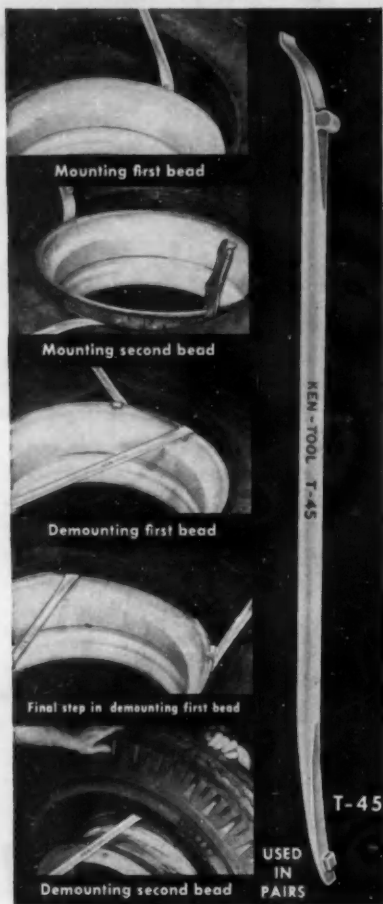
Change **TUBELESS** Tires
TRUCK

Faster-Easier

KEN quality
job-designed
T-45 TIRE TOOLS
TRUCKS - BUSES
TRACTORS

Used and recommended by leading tire makers. New, improved design for mounting and demounting tubeless truck tires on new one-piece drop-center rims without damage to sealing features. Simple instructions with set of tools. Length: 38".

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SEE YOUR JOBBER!

SAVE LABOR, TIME AND MONEY.
INSIST ON KEN TOOLS. Finest Quality
and Design. Largest Exclusive Mfrs. of
Tire Changing Tools and Equipment.

The KEN-TOOL Mfg. Co.
AKRON 5, OHIO

More details? Circle 260 on reply card



shop equipment

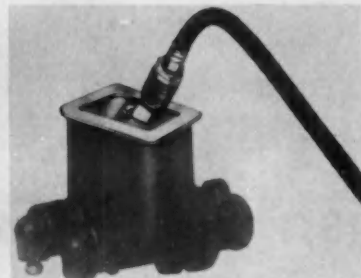
Continued from Page 144

ture from the air supply before it's used. In warm weather, no alcohol is used but separator continues to extract moisture from the air line. The new system is now being offered by Wilkerson Corp., Englewood, Colo.

More details? Check 433 on reply card

Bleeder adapter

made by EIS Automotive Corp., Middletown, Conn., services 1960 GMC



and Chevrolet trucks. Adapter No. T1697 is designed for use on all EIS bleeder tanks.

More details? Check 434 on reply card

Bleeder adapters

made by Wagner Electric Corp., St. Louis, Mo., are for use with Wagner Fluid-Bal hydraulic brake bleeder. Said to make an easier job of pressure bleeding hydraulic brake systems, the new adapters are for work on 1960 Ford, Falcon, Mercury and Edsel fleet cars and 1960 Chevrolet trucks. The company's Fluid-Bal adapter line now covers all popular-make cars and most trucks.

More details? Check 435 on reply card

Battery chargers

just added to the line of products at Terado Co., St. Paul, Minn., are small in size due to use of special transformer steel in their construction and rectifiers of silicon rather than selenium. All models have copper-clad steel cases. Charger line includes models with capacities ranging from 1½ to 20 amperes.

More details? Check 436 on reply card

TURN PAGE. THERE'S MORE

INVEST 4 CENTS



find out how to get performance that means true economy in industrial workwear and uniforms!

Let an experienced Lee consultant give you *all the facts* on the garments best suited to your requirements. The Lee line (largest in the industry), including Shirts and Pants, Jackets, Union-Aalls, Service Coats and others, makes it possible to provide each department in any industry with the right garments for the job.

We have proved to dollar-conscious management everywhere that Lee performance delivers big returns on employee morale, safety, long wear, comfort, good looks. Let your nearby Lee man show you the record.

WRITE TODAY TO
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H. D. LEE COMPANY
117 WEST 20th STREET
KANSAS CITY 41, MO.

Lee

More details? Circle 261 on reply card

"I've got to get maximum load and maximum fuel mileage to make a profit out of hauling liquid sugar, and nothing on the road beats Volvo on these points."

The 4-cycle Volvo diesel engine has a very low fuel consumption due to toroidal type combustion chamber and the precision metering multiple unit direct injection system. At the rated 95 to 195 SAE horsepower output, the Volvo diesel engine is smokeless and operates at a noise level below other diesels. Even with power take-off and at low torque and rpm., the 5-speed, synchronized Volvo transmissions also assure noiseless operation. Drivers

**"VOLVO BEATS 'EM ALL!
THESE DIESEL TRUCKS
ARE SMOKELESS, SILENT
AND EASY ON FUEL!"**

Joe Lodato, Independent Owner-Operator
of Hoboken, New Jersey



experience other unusual comforts with a Volvo truck: no vibration during idling . . . a smooth stable ride . . . the cab has roominess, good visibility, springy deluxe driver seat. All Volvo truck units are built with traditional high-quality Swedish workmanship to deliver reliable long service life with surprisingly low maintenance costs.

If you operate tanks up to 68,000 GCW—see how much more Volvo will save you before you buy any truck.

For information write: Volvo Import, Inc., Truck Div., 357 Wilson Ave., Newark 5, N. J.

Trucks • Passenger Cars
Marine & Industrial Engines
Farm Tractors



**"THIS LUBRICANT
HELPS US GET
HIGH MILEAGE
WITHOUT REPAIRS"**

says —
INDEPENDENT TRUCKERS, INC.
of Omaha, Neb.

We use LUBRIPLATE Lubricants for wheel and other bearings on our fleet of more than twenty-five cab-over-engine, single axle trucks. At the 600,000 mile fleet inspection, no major replacements of king pins, bushings nor shackle pins was necessary. Wheel-bearing packing schedules have been increased to every 100,000 miles. We feel that the use of LUBRIPLATE was a contributing factor which enabled us to obtain such high mileage without repairs.

O. C. Trout
Vice President

**REGARDLESS OF THE SIZE AND
TYPE OF YOUR MACHINERY,
LUBRIPLATE GREASE AND
FLUID TYPE LUBRICANTS WILL
IMPROVE ITS OPERATION AND
REDUCE MAINTENANCE COSTS.**

LUBRIPLATE is available in grease and fluid densities for every purpose... LUBRIPLATE H. D. S. MOTOR OIL meets today's exacting requirements for gasoline and diesel engines.



For nearest LUBRIPLATE distributor see Classified Telephone Directory. Send for free "LUBRIPLATE DATA BOOK"... a valuable treatise on lubrication. Write LUBRIPLATE DIVISION, Fiske Brothers Refining Co., Newark 5, N. J. or Toledo 5, Ohio.



More details? Circle 262 on reply card



shop equipment

Tach-dwell tester from Simpson Electric Co., Chicago, uses one pair of leads and one calibrate position for all tests. The TD Tester is said to eliminate need of a vacuum gage for carburetor idle, mixture and speed adjustments. Included are 250-650-rpm scale, 0-5000-



rpm high-range scale for speed tests and Duo-Dwell scale for accurate dwell readings on all engines including 4-cyl models. The TD Tester is available separately or as part of Simpson's Auto Ranger "package" for electrical-system testing.

More details? Check 437 on reply card

Anti-freeze tester has had its face lifted. The "Magic-Eye" Freez-D-Tector Model No. 909 has been redesigned to feature several improvements says the maker, E. Edlmann & Co., Chicago. New unit gives direct reading without waiting for anti-freeze solution to cool. It's also more rugged, easier to read.

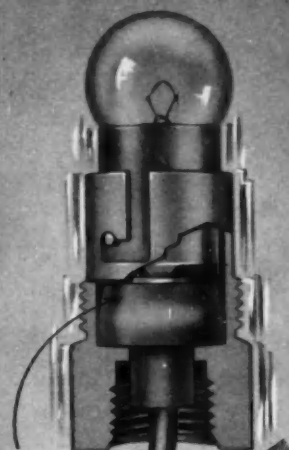
More details? Check 438 on reply card

Battery tester just added to the line of testers from Imperial Brass Mfg. Co. is said to be rugged and budget-priced, Model No. 521-T thermo battery hydrometer has thermometer encased in a rubber tip. Thermometer chart is plastic, resists acid damage. A three-color float shows battery condition. Tester has no dials or sliding scales.

More details? Check 439 on reply card

TURN PAGE, THERE'S MORE

cushion bulb
VIBRATION
with the BETTS
"built-in" shock
absorber...



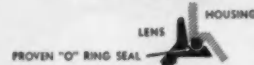
**RESILIENT
SHOCK ABSORBER**
(this is standard equipment)

RESILIENT RUBBER SOCKET GROMMET

absorbs filament vibration for greatly extended bulb life... will not rust or corrode... retains resilience... assures positive contact... seals socket... absorbs vibration with no "double-bounce"

... "less maintenance,
less cost, greater safety"

Wm. F. Crossett Inc.



a complete line of "O" ring snap seal lamps

BETTS

MACHINE COMPANY
WARREN, PENNSYLVANIA

More details? Circle 263 on reply card

COMMERCIAL CAR JOURNAL, October, 1960



Famous Brands back up YOUR WHITE SUPERSERVICE

Getting your big trucks back into money-making action *fast*. That's the single-track purpose of WHITE Superservice.

And WHITE backs that up with complete stocks of top-brand, heavy-duty truck components in every WHITE Superservice outlet. *Un-matched facilities in every shop.* A

full stock of factory parts—and a 24-hour teletype network between factories, distributors and dealers.

WHITE shops are strategically located nationwide. And every WHITE Superservice man is ready when you need him, with expert heavy-duty help—on transmissions, axles, engine repair or complete replacement. And

complete, authorized Cummins diesel service.

Call on WHITE service whenever you need it—wherever you need it . . . to keep your big ones rolling.

THE WHITE MOTOR COMPANY
CLEVELAND 1, OHIO

Branches, distributors, dealers in all principal cities

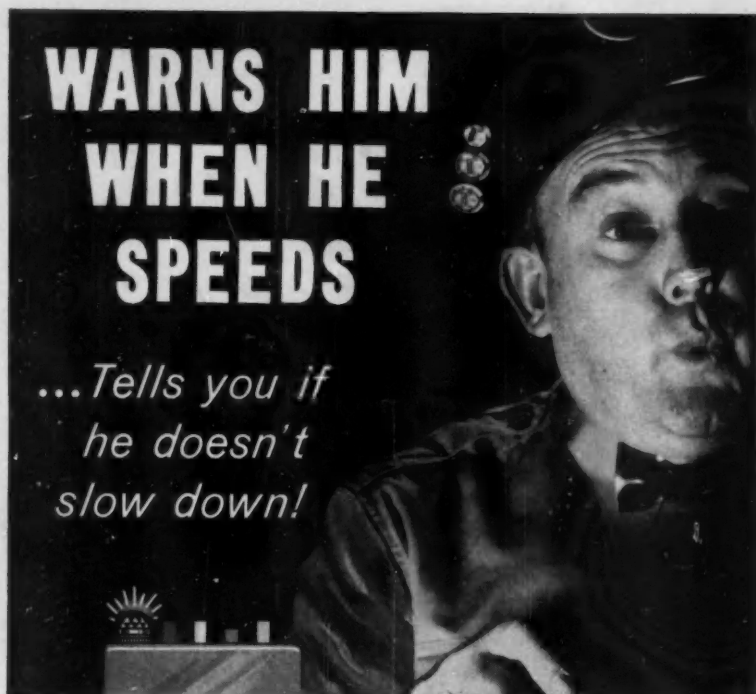
WORLD LEADER IN HEAVY DUTY TRUCKS ...60 YEARS OF LEADERSHIP

WHITE

● More details? Circle 170 on reply card inside back cover

WARNS HIM WHEN HE SPEEDS

...Tells you if
he doesn't
slow down!



THE *SERVIS* speed RECORDER



MFH Model Tells:

- TRUCK SPEED all day
- DISTANCE TRAVELED
- DURATION each trip
- DURATION every stop
- EXACT TIME of each occurrence

The driver pushes a button for the local speed limit and a light flashes if he exceeds it. No need to have the whole tach in front of the driver—just the small push button box which screws on the dash.

Big 6" charts are locked in the tamper-proof recorder which can be located anywhere in the cab. Charts are completed every day or every 3 days—a period of time that enables you to check with the driver while he remembers the trip.



SERVIS TIME RECORDER

Records busy and idle time of trucks, time of day and duration of every stop. Big charts show 1, 3, or 7 day record. Available: Model that records engine idling time in addition.

SERVIS FUELOMETER

Measures gasoline actually used by engine. Installs between fuel pump and carburetor. Foolproof. Records up to 9999.9 gallons—then repeats. Only \$54.00 plus federal excise tax.



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FREE
Literature

**The SERVICE RECORDER
COMPANY**

1013F ROCKWELL AVENUE • CLEVELAND 14, OHIO

Our
50th
Year

World's most complete line of truck recorders



shop equipment

Drain can
for draining flammable liquids from crankcases, industrial drums and other containers is a new model from Eagle Mfg. Co., Wellsburg, W. Va.



Top of the 3-gal drain can is a large funnel with a wide opening and perforated-metal fire baffle to guard against flame or spark igniting the contents. Top removes easily for emptying or draining the can.

More details? Check 440 on reply card

Grease gun
is a one-piece, automatic, self-lighting, high-pressure unit with detachable 8-in. nozzle. LubriLite has built-in light that operates on improved flashlight batteries. Slight finger



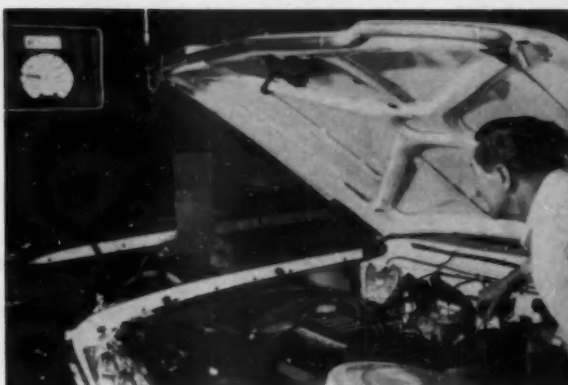
pressure turns on the light—a bit more pressure fires the lubricant. The new lube gun is made by LubriLite Corp., Libby, Mont.

More details? Check 441 on reply card

Temperature-indicating
paints and crayons are now being offered by Air Reduction Sales Co., New York City. They'll help you troubleshoot overheating problems or hot spots in engines, wheels, or any powered equipment. Thermocron crayons provide 18 temperature measurements ranging from 1050 to 1240 deg F. There are 36 Detecto-Temp paints with measurement levels ranging

Remote-Control Engine-Speed Indicator

William Christensen & Co., Inc., a Motorola subsidiary in Detroit, designed and built this indicator for measuring engine rpm. No connections are made to the engine. The indicator reads speed by picking up magnetic field radiated by the engine's ignition coil. It's for use on 6- or 8-cyl engines with standard or automatic transmissions. More details? Circle 368 on reply card inside back cover



from 104 to 2462 deg F. These include 13 paints with multiple color changes at different temperatures. Use these paints and crayons in your PM program to locate overheating parts in any of your mobile or shop equipment. Mark any part you suspect . . . then check it in operation. Color change tells you where the trouble lies.

More details? Check 442 on reply card

Portable heaters now being offered by Aeroil Products Co., South Hackensack, N. J., come in oil-fired or LP and natural-gas models. Three oil-fired models feature stainless-steel combustion chambers, positive-displacement fuel pumps, oil filters and 16-hr fuel-tank capacities.



They're on wheels, have outputs of 125,000, 250,000 and 500,000 Btu.

More details? Check 443 on reply card

The Model No. HE-SG-200, LP gas-fired heater has output of 200,000 Btu. Equipped with a thermostat, it weighs only 45 lb and has a carrying handle. Safety controls shut off gas supply in case of power or pilot-light failure. This unit is also available for burning natural gas.

More details? Check 444 on reply card

Starter and ignition switch combined in one remote-control unit lets shop mechanic crank an engine, start, run and stop it from (TURN TO NEXT PAGE, PLEASE)

NOW! FULL-POWER FIRE FIGHTING!



New Kidde

dry chemical portables kill more fire — faster!

For truck, bus or shop — get the most powerful fire protection money can buy — with new top-rated Kidde dry chemical portables! The two new Kidde units illustrated pack the extra power needed to stop fire in seconds. For example, Kidde's 2½ pound dry chemical is as compact as a 1 quart carbon tet unit, yet is 8 times as powerful! Both Kidde units feature simple, two-step operation, even in gloved hands. Easy-to-read dust- and moisture-proof gauge assures you of correct pressure, handy bracket insures fast operation, prevents accidental discharge. Both Kidde units can be recharged easily either by available air pressure (150 psi) or with Kidde's low-cost recharge unit. 2½ pound model recharges for a cost of about \$1.00, other models at similar low cost. Find out more about these effective, dependable Kidde units. See your supplier or write Kidde today!

Kidde

Industrial and Marine Division
Walter Kidde & Company, Inc.
1012 Main St., Belleville 9, N. J.
Walter Kidde & Company of Canada Ltd.
Montreal—Toronto—Vancouver

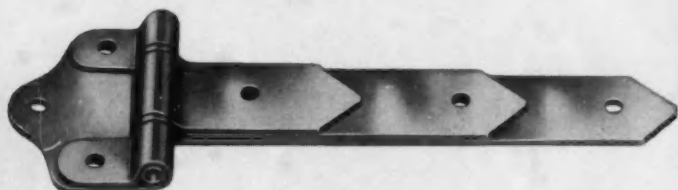


Steel Shelving for Service Trucks

Penco Division, Alan Wood Steel Co., Oaks, Pa., makes this steel shelving for service trucks. It provides systematic arrangement of materials in the truck and makes less work of daily parts inventory.

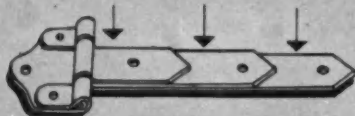
More details? Circle 369 on reply card inside back cover

BETTER BECAUSE...they're BUILT UP WHERE IT COUNTS!



HANSEN COMMERCIAL BODY LEAF TYPE HINGES

STRENGTH WHERE IT'S NEEDED...



Leaf-type construction assures greater strength at the critical point. Leaves are spot welded.

HANSEN LEAF TYPE HINGES are stronger, more durable, attractive... designed to support the heaviest doors. Hard-rolled steel and hardened steel thrust bearings provide outstanding strength and lasting service. For the best hinges on the market, insist on **HANSEN... THE HARDWARE FOR HARD WEAR!**

OTHER FINE HANSEN COMMERCIAL BODY HARDWARE

Window Regulators • Handles and Locks • Slam-&Take-Up Locks • Sliding Door Hardware

WRITE TODAY for your free Hansen Catalog 22.



A.L. Hansen MFG. CO.

5037 Ravenswood Avenue • Chicago 40, Illinois



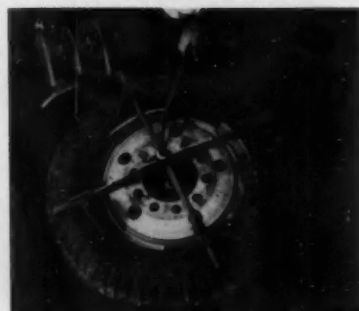
shop equipment

Continued from Page 155

outside the vehicle. Handi-Start Model SIS, made by Simpson Electric Co., Chicago, saves time and leg work when testing or adjusting various engine operations.

More details? Check 445 on reply card

Truck-tire changer is the new Break-Safe truck-tire demounter and safety-inflation tool from Par Sales Co., Hollywood, Cal.

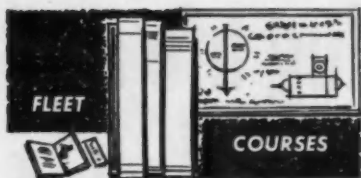


With the new unit, it's said to be impossible for lock rings to fly off when breaking bead or inflating tire after changing. Pressure on the bead and lock ring is controlled. Use of heavy hammers on rims is eliminated.

More details? Check 446 on reply card

Metal-parts cleaner for carburetor, automatic-transmission and other metal parts, is a cold-immersion cleaner from Union Carbide Consumer Products Co., New York City. Prestone metal parts cleaner No. 2 is said to be low-priced, safer to use due to higher flash point.

More details? Check 447 on reply card



For addresses of sponsoring colleges, see page 281 of the November issue

DRIVER TRAINING

North Carolina State College (four-week courses)
—Oct. 31-Nov. 25; Nov. 28-Dec. 23.

FLEET SUPERVISOR

Casper College (Wyo.)—Nov. 14-18.
University of Alabama—Jan. 23-27, 1961.
University of California (Los Angeles) conference
—Mar. 6-7, 1961.
University of California (Richmond) conference—
Mar. 16-17, 1961.
Florida State Dept. of Education (Miami)—May
15-19, 1961.
Northwestern University—June 12-16, 1961.
Penn State University—Sept. 11-15, 1961.
Ontario Safety League (Toronto)—Sept. 18-22,
1961.

FLEET MAINTENANCE

University of Oklahoma—Nov. 7-11.
University of Alabama—Nov. 14-18.
University of California (Los Angeles) conference
—Mar. 8-10, 1961.
University of California (Richmond) conference—
Mar. 13-15, 1961.
University of Washington conference—Mar. 20-22,
1961.
Ontario Safety League (Toronto)—Mar. 20-24,
1961.
North Carolina State College—Apr. 10-14, 1961.
Penn State University—Apr. 24-28, 1961.

DRIVER TRAINER

Purdue University—Apr. 17-21, 1961.
Ontario Safety League (Toronto)—Apr. 24-28,
1961.
Penn State University—May 22-26, 1961.

TERMINAL MANAGEMENT

Ontario Safety League (Toronto)—Jan. 23-27, 1961.
Purdue University—Feb. 21-23, 1961.
Penn State University—May 1-5, 1961.

FLEET SAFETY

Purdue University—Oct. 31-Nov. 4.

FLEET OPERATION

Syracuse University—Feb.-May, 1961.

TRANSPORTATION MANAGEMENT

Purdue University—May 16-18, 1961.

ACCIDENT INVESTIGATION

Northwestern University—Mar. 13-31, 1961; Oct.
23-Nov. 10, 1961.

COMMERCIAL CAR JOURNAL, October, 1960



NEW

"Chief"



PREMIUM QUALITY HEAVY DUTY BRAKE BLOKS

Cut brake maintenance costs per mile in half—that's what fleet users say who have tested them on their runs over highest western mountain passes and fast, heavily traveled turnpikes. "Best brakes we've ever found"; "drivers enthusiastic"; "good at the bottom of the grade as at the top." These are typical user reports.

Performance Proved!

"We are installing 'Chief' blos on all our tractors and trailers fast as they become available."



... so say Leatham Brothers, Inc., Salt Lake City, one of the scores of fleet operations that have submitted their findings. Here are typical results reported by western fleets after a year testing. Names available on request.

78,000 miles	... 50% wear	85,000 "	... 25% wear
25,000 "	... 15% wear	46,000 "	... 20% wear
48,000 "	... 30% wear	75,000 "	... 43% wear
35,000 "	... 25% wear		

As a consequence of the findings of their own brake engineers, many heavy duty equipment manufacturers have adopted "Chief" for O.E.M.

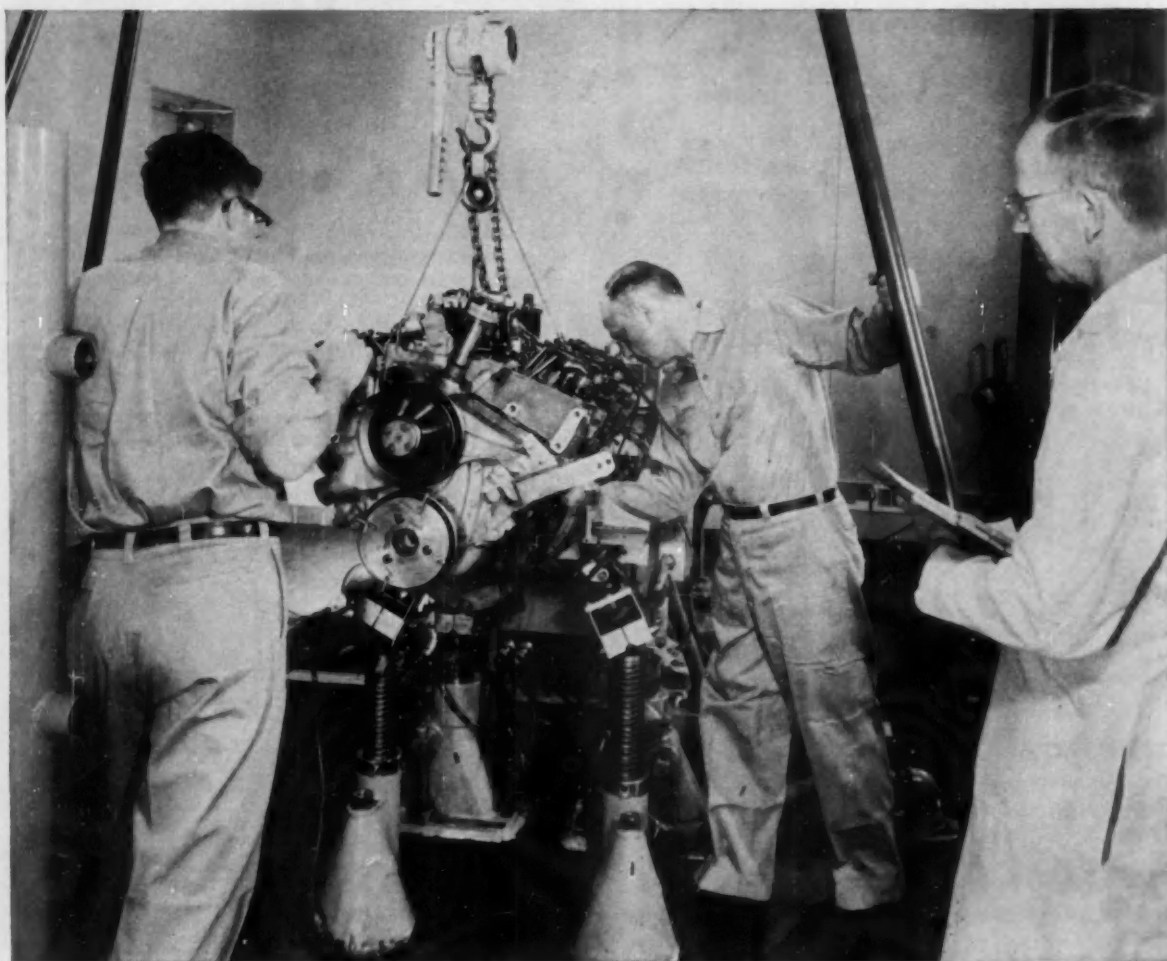
FOR FURTHER INFORMATION

CONTACT DETROIT SALES OFFICE

20225 Mack Ave. Detroit 36, Mich.
Product of Carlisle Corp. Molded Materials Div., Ridgway, Pa.

● More details? Circle 190 on reply card inside back cover

Here's why you get long plug life and maximum protection against fouling with Champion spark plugs



1. To determine the correct spark plug heat range, Champion engineers test actual truck engines in the dynamometer laboratory where operating conditions are simulated under various loads and speeds.

C H A M P I O N S P A R K P L U G

For efficient performance in your engines, spark plugs must run hot enough at low speeds to burn away deposits; yet run cool enough at high speeds to avoid preignition and excessive electrode wear. Here's how Champion engineers solve these problems for you . . .



- 2.** Exact spark plug temperatures are measured while the engine is running. This is done with special spark plugs containing tiny *thermocouples*, an outstanding development by Champion engineers.



- 3.** The temperature readings enable Champion engineers to determine the precise heat range requirements of the engine. If existing plug types do not meet these requirements, a new type is designed.



- 4.** This new Champion plug type is then tested in the engine—to make sure it resists fouling at low speeds, and gives maximum plug life and protection against preignition at high speeds.



- 5.** On-the-road testing in selected commercial fleets is the final step. Every Champion spark plug type must meet all these requirements before Champion engineers O.K. it for use in an engine.

Champion engineers use these precise standards in matching spark plugs to every make of engine and operating condition.

That's why you are assured of long plug life and maximum protection against fouling when you use Champion spark plugs in every engine in your fleet.



COMPANY • TOLEDO 1, OHIO

General Motors

Continued from Page 133

"Powerglide" automatic transmissions.

Two versions of the 283-cu in. V-8 are offered. One has 8.5 to 1 compression ratio, is rated 170 hp @ 4200 rpm and 275 lb ft torque @ 2200 rpm. Other has 9.5 to 1 compression ratio, is rated 230 hp @ 4800 rpm with 300 lb ft of torque @ 3000 rpm. Transmission choices include 3-speed and

overdrive manual as well as "Powerglide" and "Turboglide" automatics.

Five options of the 348-cu in. V-8 are available—250, 280, 305, 340, and 350 hp. Both 3 and 4-speed manual transmissions are offered on all five. Automatic transmissions available include "Turboglide" on the 250 and 280-hp versions and heavy-duty "Powerglide" on the 305-hp model.

LYN TRUCK BODY PAYS OFF IN PAYLOADS FOR



Mr. Henry J. Pariseau, President of Auclair Transportation, Inc., one of New England's largest fleets, reports:
"We purchased our first LYN Truck Body two years ago as an experiment to determine if it was possible to increase payload and reduce maintenance costs."

- RESULTS**
- Increased payloads . . . minimum out-of-service time!
 - LYN Body cut deadload by 1,000-1,200 lbs!
 - Two-year maintenance costs—ZERO!
 - Damaged panels replaced in less than 4 hours—at minimum cost!

Because of this experiment, Auclair added four more LYN Truck Bodies to its fleet. Experiment yourself . . . or ask for facts! You profit either way with LYN—brawniest, highest-cube, lowest-cost lightweight on the run! Select Smooth Skin, Beaded Panel, Outside Post—all in bright aluminum in 45 sizes!



Contact your local LYN dealer or write

LYNCOACH & TRUCK CO., INC.

Oneonta, New York Troy, Alabama
Write to Dept. C, Oneonta, N. Y.

• More details? Circle 184 on reply card inside back cover

Pontiac's 389-cu in. V-8

Pontiac's regular line is powered with the 389-cu in. V-8 engine. Standard version with standard 3-speed transmission on Catalina, Ventura and Star Chief models is rated 215 hp. On the Bonneville, it goes to 235 hp. In-between, there's an "economy" option with "Hydra-Matic" transmission rated at 230 hp. All three use regular fuel.

With the new lightweight "Hydra-Matic," the same engine is available on Catalina and Ventura models rated at either 267 or 287 hp. With regular "Hydra-Matic," the Star Chief cars have a choice of 283 or 303 hp. For all series, a 318-hp option is offered with either heavy-duty synchromesh 3-speed or "Hydra-Matic." All these options use premium fuel.

On Buick's regular cars, the automatic "Turbine Drive" is standard. Three options of the 364-cu in. V-8 engine are offered on the LeSabre. Standard is rated 250 hp and the high-power option at 300 hp. Both use premium gas. Regular-gas option is rated 235 hp. Invicta and Electra cars have the 401-cu in. V-8 rated 325 hp and using premium fuel.

Oldsmobile power

On the Dynamic 88, Oldsmobile offers the 394-cu in. V-8 rated at 250 hp. It uses regular fuel. On the Super 88 and 98 lines, the same engine is rated 325 hp and uses premium fuel. Standard transmission on both 88 series is a 3-speed manual unit with "Hydra-Matic" optional. On the 98 line, "Hydra-Matic" is standard.

Corvette's power options are based on the 283-cu in. V-8. Standard engine is rated 230 hp teamed with 3 or 4-speed manual or "Powerglide" automatic transmissions. Some transmissions are offered with a 245-hp version, but no automatic is offered on the 270-hp option. Two fuel-injection choices with either 3 or 4-speed transmissions are rated 275 and 315 hp. Aluminum case on the 4-speed unit saves 15 lb.

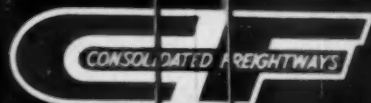
New front suspension has only four lubrication points on Oldsmobile's regular line, but periodic lubrication is required only at the ball joints. A rubber-insulated bushing with permanently-lubricated steel sleeves is used on the upper control-arm shafts.

Regular cars in both the Buick and Pontiac lines also incorporate a rear suspension similar (but not identical) to that described earlier for the Pontiac Tempest.

END

Please Resume Reading Page 136

69-7043



FRUEHAUF

FRUEHAUF

EASY TO APPLY REFLECTIVE MARKINGS WORK HARD, SELL BEST FOR YOU!

For trucks that travel around the clock there is an economical marking material that's in sight day and night! Fully reflective fleet markings of "Scotchlite" Sheeting stand out in headlight beams with dramatic, full color impact! These bright markings have vital safety value—important advertising value, too—because your name, your message is never hidden by darkness or bad weather. Economy starts with fast, simple application and lasts for years with "Scotchlite" Sheeting's built-in resistance to abrasion, weather and temperature extremes, chemicals, gasoline, and oil.

SCOTCHLITE
BRAND
REFLECTIVE SHEETING



Your Fleet Mark '60 Man has full details on modern marking systems for your fleet.

FORD

Minnesota Mining and Manufacturing Company
Dept. FM70, St. Paul 6, Minnesota

Please have a Fleet Mark '60 Man arrange an appointment with me. I am interested in

- ☐ "Scotchlite" Sheeting for 24-hour fleets
☐ "Scotchcal" Film for daytime fleets

Name _____ Title _____

Firm _____

Address _____

City _____ Zone _____ State _____



DURABLE, EASY TO APPLY MARKINGS WORK HARD, SELL BEST FOR YOU!

For trucks that work by day "Scotchcal" Film provides markings outstanding in beauty, unique in versatility and economy! Size, shape, color or complexity of design are unrestricted. Pre-printed markings simply press-on to eliminate expensive hours of painting and drying time. Daytime fleet markings of "Scotchcal" Film stay on, stay bright for years—outlast vehicle paint jobs with little maintenance. Durability is proved in marking of supersonic jet aircraft. Learn how you can have the brightest fleet under the sun and save dollars too—fill out coupon on reverse side.



*Learn more about marking
systems for daytime fleets.
Fill out coupon on
the reverse side.*

SCOTCHCAL.

BRAND
FILM

MINNESOTA MINING AND MANUFACTURING COMPANY
... WHERE RESEARCH IS THE KEY TO TOMORROW



St. Paul 6, Minn.

THE TERMS "SCOTCHLITE" AND "SCOTCHCAL" ARE REGISTERED TRADEMARKS OF THE 3M COMPANY

What's new in trucks for '61

Continued from Page 104

trucks. Series includes two pickups, a panel and a station wagon (pictured on page 102). All models are on a 95-in. wheelbase, are powered by the Corvair rear-mounted, air-cooled, 6-cyl. engine.

Standard Chevrolet truck line has slight sheet metal changes in the front. Several mechanical refinements have been made including a lower transmission tunnel on smaller models and beefed-up torsion bars on heavy-duty models. New options include a positive crankcase ventilating system and, on some models, a hydraulically-controlled fan which works only when needed. Complete details start on page 105.

Dodge trucks

A new Dart pickup (page 102) leads the 1961 Dodge truck line. It's a compact, sleek-styled model powered with a "slant six" OHV engine. This engine also replaces the older L-head six in all Dodge truck models in the new "R" series up to 2½-ton models. V8's are still offered. An alternator replaces the generator in all truck models.

Bigger models are basically unchanged except for options which include more transmissions and, in the diesel-powered big jobs (pictured on page 103), more Cummins diesels are available. A compact, forward control chassis pictured on page 102 is also new for '61. Full details on Dodge trucks start on page 106.

Ford trucks

Ford's Econoline series of compact trucks is offered for '61. Models include a pickup, panel (pictured on page 103) and station wagon. The 6-cyl Falcon engine powers all models. A Falcon panel delivery truck is also new for '61. Ford truck models are restyled and include a diesel-powered series. (Photos appear on page 102). Full details on the Econoline and Falcon models start on page 107.

White trucks

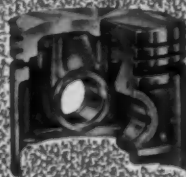
White has announced two new models for the Show. First is the White Hostler (page 104) in a new 1500 Series. It's designed primarily for city delivery service, comes in both tractor and truck versions both with tilt-cab design. It has a

wide-track front axle (80 in.) permitting a wheel cut of 50 deg in either direction for sharp turns. Wheelbases run from 74 in. on tractor models to 150 in. on truck versions. GVW rating is from 15,000 to 28,000 lb. GCW's go to 60,000 lb. Tractor version is designed for piggyback and yard trailer shuffling work, says White.

More details? Check 448 on reply card

A new "M" Series (pictured on page 103) has been added to White's PDQ line of multi-stop de- (TURN TO PAGE 166, PLEASE)

Give Your Engines the Red Carpet Treatment



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SILV-O-LITE
AUTOMOBILE PISTONS
FOR ALL PASSENGER CARS AND
NORMAL COMMERCIAL SERVICE

DURALON

The 12-Stroker Molecular Bonded Piston

BONDED INSERT PISTONS
FOR DIESEL - DIESEL - ICE
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BETTER PISTONS SINCE 1928

DURALON

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Take your revenue, subtract your operating costs, and the remainder is the profit your fleet produces. Obviously, you could increase your profits by reducing those operating costs. And this is just what Mobil Program for Fleets is designed to help you do.

How? By working in all five areas of fleet operations affected by petroleum products, and by cutting costs in every area. Correct Application, for example, means the right product, in the right place, at the right time. Mobil clinics, on-the-job training, work sheets and technical bulletins show your personnel how and when to service your equipment more efficiently. You realize:

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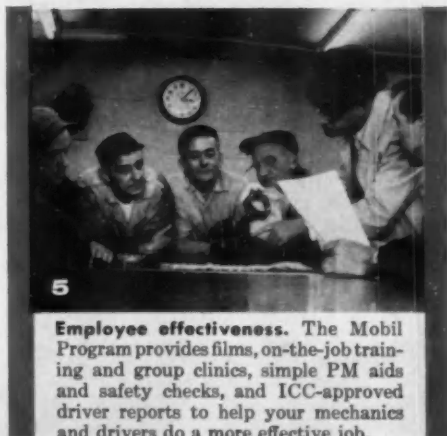
- **Less waste**—of product, of labor, of time.

Get the complete cost-cutting story of Mobil Program for Fleets from your Mobil Representative. Or use the coupon below.



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Employee effectiveness. The Mobil Program provides films, on-the-job training and group clinics, simple PM aids and safety checks, and ICC-approved driver reports to help your mechanics and drivers do a more effective job.

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Gentlemen: Please have the Mobil District Sales Manager in my area contact me about the benefits of a Mobil Program installation in my fleet.

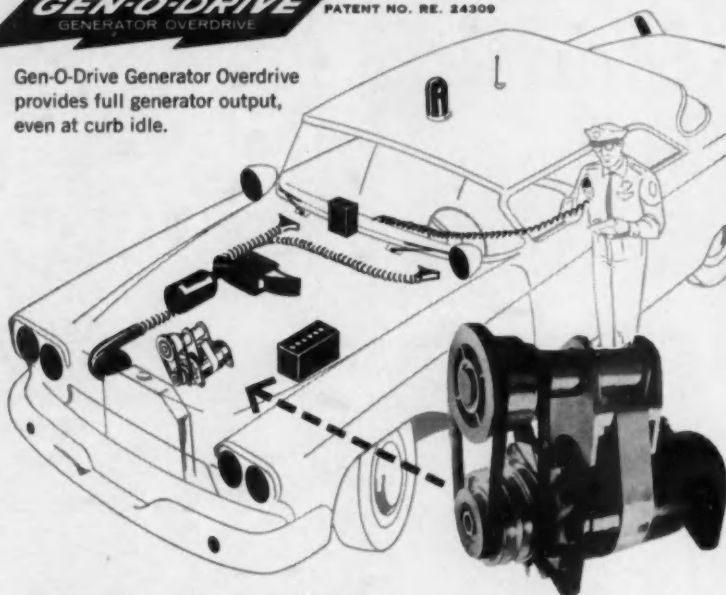
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COMPANY _____ NO. OF VEHICLES _____
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FULL ELECTRICAL POWER at any engine speed!

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KEEPS BATTERIES CHARGED!

End battery-generator breakdowns. New improved-model GEN-O-DRIVE offers efficient, dependable service. Assures maximum battery charge at any speed, *even with all accessories operating!*

Slow speed, long idling periods, sirens, warning lights . . . nothing can drain your battery. GEN-O-DRIVE gives top generator output. Prevents rundown batteries, cuts maintenance and costly replacement.

Economical! GEN-O-DRIVE needs no periodic service. Lubricated for life! No battery replacement . . . extends battery life. Full guarantee.

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fit all F-L-M, D-R,
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Send complete information on:

- ☐ Gen-O-Drive
☐ Watt Power Generators

Name _____

Address _____

City _____ State _____

What's new in trucks

Continued from Page 163

livery trucks. It's designed for milk delivery service, has a load compartment which can be detached from the chassis. It's powered by a 6-cyl engine on a removable power dolly. The new series is an addition to the "A" and "B" Series introduced early this year (Mar., page 138).

More details? Check 449 on reply card

GMC's exhibit

GMC will have six display trucks at the show ranging from a compact "Junior Van" to steel and aluminum tilt-cabs and the new GM transit coach—all pictured on page 103. Other exhibits include cut-away working models of its V6 401 cu in. gasoline engine.

At the end of the show, GM will revive its Motorama spectacle, opening Nov. 3 in New York City at the Waldorf-Astoria Hotel.

"Auto Wonderland"

The "Auto Wonderland" exhibit, mentioned earlier, is divided into five coordinated sections: 1. Automotive design, engineering, research and testing; 2. Specialized vehicles; 3. Materials producers; 4. Component manufacturers; and 5. Highways, traffic safety and allied activities.

The steel, glass, aluminum, rubber and plastics industries are among those sponsoring displays in the materials section. In the components area, makers of electrical parts, wheels, brake drums, bearings, steering components, automotive seating, fuel systems, lighting transmissions, axles, differentials, engine parts, body parts and others will showcase the work of their industries.

Among the major associations participating are: The American Iron and Steel Institute, representing 2600 companies; the Rubber Manufacturers Assn., with 166 members; the Society of the Plastics (TURN TO PAGE 170, PLEASE)

BETTER BRAKING WITH DELCO MORaine

Brake lining job? Toss out the old brake *shoe* right along with the old lining—and you'll toss out a lot of problems with it!

Delco Moraine *factory-lined* brake shoes are ground to factory specifications, engage effectively against the drums and are always properly riveted.

No more will your shop face the irritating delays caused by using old shoes which are pitted, rusted or distorted. Not when you replace *all* the old parts instead of just half.

Save time and labor in your profit picture. Give the customer more protection and satisfaction. Recommend and install Delco Moraine Lined Brake Shoes . . . built to original factory specifications.

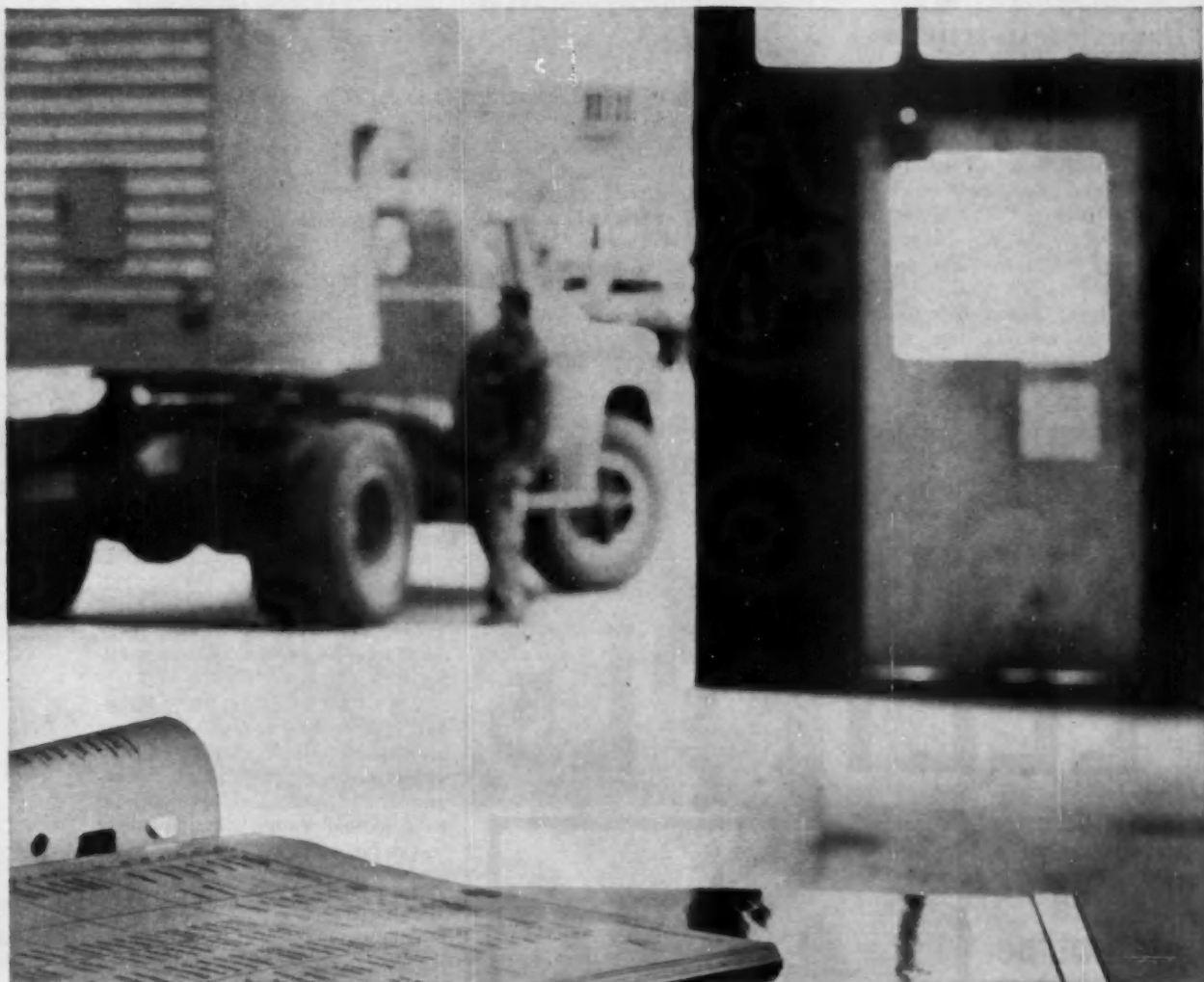
DELCO MORaine DEPENDABLY MADE

Division of General Motors, Dayton, Ohio





**KEEP YOUR FLEET RIGHT
MOTORCRAFT
REPLACEMENT PARTS!**



ON THE JOB WITH

Save downtime—get exactly what you want when you want it!

To help you provide better maintenance for your fleet, jobbers everywhere now stock Ford Motor Company's high-quality MOTORCRAFT replacement parts. This new MOTORCRAFT line is designed, built, priced *and available* to suit your fleet requirements. Keep your fleet right on the job—give your MOTORCRAFT jobber a call.



What's new in trucks

Continued from Page 166

tics Industry, composed of 1000 members; and the American Petroleum Institute.

"Wheels of Freedom" theme

The National Automobile Show itself can be nothing less than spectacular. The Show's theme,

"Wheels of Freedom," carries through the entire program. As already mentioned, the Show includes an estimated 300 new cars and trucks—plus the "Auto Wonderland" exhibit. In addition, there's a half-hour musical review presented four times daily from the main stage on the exhibit floor.

Encircling and crossing the stage area and the adjoining decorative pools of water is a 750-ft conveyor carrying a continuous display of the new 1961 cars (which are described and pictured in this

issue starting on page 113). And, oh yes, for the ladies in attendance, there's a style show presented daily on the 350 ft stage. Admission for the whole Show is 50 cents for adults and 25 cents for children under 12.

Colossal Cobo Hall

Cobo Hall is, at present, by far the world's largest exhibition building. Built by the City of Detroit, it cost \$54 million and covers some 10 acres at the western end of Detroit's Civic Center along the Detroit River.

Total exhibit space is 400,000 sq ft—nearly 300,000 sq ft of it on one floor. It's practically free of pillars or other structural obstructions. In addition, there are 32 meeting rooms seating from 80 to 1250 persons. The banquet hall where President Eisenhower will speak, seats 2800 at tables, over 4500 when converted into an auditorium.

Cobo Hall is a three-story building, yet it has two ground floor levels each with its own foyers and street level entrances. To give a better idea of its size, you could hold nine football games simultaneously in the main exhibit area.

12,000 parking places

Parking? There's plenty of it. Capacity is better than 12,000 cars. To start with, there's a parking lot on the roof of Cobo Hall itself which takes 1150 cars. Access is by a spectacular spiral ramp. Underneath the building, there's room for an additional 1000-plus cars. There are also roughly 8000 parking places in commercial parking lots within walking distance of the Hall. And if you have a boat, you can moor nearby since Cobo Hall is right on the Detroit River.

No matter how you slice it, the 43rd National Automobile Show has the most magnificent "home" in the world.

END

Please Resume Reading Page 105

CCJ

Leadfoot Louie (the truckers' gift to the ladies) says: "I didn't believe in flying saucers 'til I pinched the new waitress down at the diner!"

COMMERCIAL CAR JOURNAL, October, 1960

KENDALL FLEET OILS

Shrink
Downtime
and
Repair
Costs



KENDALL F-L MOTOR OIL — Highly detergent-dispersant for heavy duty gasoline and diesel engines. Keeps engines clean and assures top performance in all fleet operations.

KENDALL SUPER-D MOTOR OIL — Series 3. A heavy duty lubricant for high output, supercharged diesel engines. Its detergent-dispersancy gives maximum engine cleanliness even when high sulfur content fuels are used.

Both are refined from the richest 100% Pennsylvania Crude with advanced techniques to control harmful deposits and corrosion, inhibit rust and oxidation and lower oil consumption.

Ask your Kendall Distributor, or write
KENDALL REFINING COMPANY
BRADFORD, PENNA.
Lubrication Specialists since 1881



MODERN MECHANICS
ARE MEN WHO KNOW.
HERE'S WHAT THEY SAY
ABOUT

RAMCO

INSTALLATION SUCCESS

RAMCO means
MODERN POWER
SUCCESS *in every groove!*

“C-9 RAILS SPIRAL ON EASIER”

“We think the new oil rings that butt together are an engineering advance but we don't find them equally easy to put on. The rails can be tricky, hard to set on long, thin, ‘soft’ expanders — which wiggle, pop out of position during installation easily. However, C-9 rails spiral into position with one thumb because the C-9 expander is shorter and has a big-shouldered backbone.”

C. C. Hens
Hens's Garage
3133 Glenwood Ave.
Decatur, Ga.



“NO RING INSTALLATION PROBLEMS”

“We're really sold on the new oil rings that butt together in the groove but we've had many a wasted hour in getting a ring compressor in there so installation into the block could be made. Ramco's C-9 expander with its shorter length, and no possibility of over ride solved this problem to our complete satisfaction.”

Henry G. Sellsack
Sellsack Garage
Evanston, Wash.



“WE NEVER GAMBLE”

“In today's new oil rings, often the long, thin expander keeps popping out of position in the groove during installation. The extra length has to go somewhere and can ride up over itself in the groove. We never gamble with Ramco. The shorter, C-9 backbone pops into position easier, stays there. The stronger material, shorter length and large backbone abutment keep C-9 from overlapping itself.”

Paul E. Huff
Paul Huff Automotive
1740 Southwest Blvd.
Kansas City, Mo.



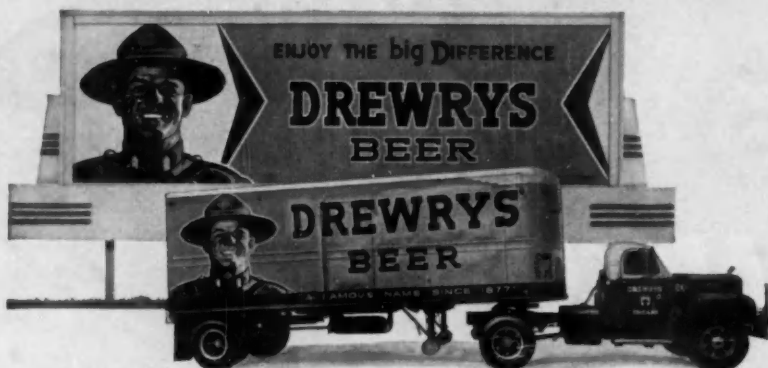
Smart fleet men know that piston ring installation can mean profit or loss when down time, road efficiency and comebacks are added up.

The only thing you'll add up after installing RAMCO is money — profit on installation speed, lower ton-mile cost, new oil and fuel economy.

That's why smart fleet men count on RAMCO for installation success. Join them!

See your Ramco Jobber or write Ramsey Corporation, Dept. 3, 3693 Forest Park Blvd., St. Louis 8, Mo. A subsidiary of Thompson Ramo Wooldridge Inc.
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● More details? Circle 203 on reply card inside back cover



it's the same MEYERCORD DECAL —on billboards— and on moving billboards

Ask any ten people... nine of them will insist the colorful Mountie on Drewry's billboards and semi-trailers is hand painted! "It just has to be," they'll tell you, "because he's so natural!" The fact is, the Mountie is a relatively inexpensive Meyercord decal... and the same decal is used on both roadside billboards and "moving billboards." Meyercord's "painting by press" process produced this giant 70" by 80" Mountie decal in 17 colors... yet the cost is only about one-tenth the estimated cost of hand-painting... even if artists were available to do the job. Lifting a page from Drewry's experience... there is no need to

deny your advertising program the instant recognition and tremendous impact of color on your billboards, whether they be "rolling" or "roadside." If your truck fleet includes 10 or more vehicles, a Meyercord salesman will gladly show you how to convert your trucks into low cost, effective advertising media to promote your business.

of course it's protected with **MEYERCORD COLOR-GARD**

Durable, uniform, weather resistant, the brilliant colors of the Drewry's Mountie are guarded by Meyercord's amazing protective clear... COLOR-GARD... respected for its toughness and tenacity.

WRITE FOR FULL COLOR "ADS ON WHEELS" BROCHURE



the MEYERCORD co.

Dept. T-515, 5323 West Lake Street, Chicago 44, Illinois

● More details? Circle 204 on reply card inside back cover

NOW--EXTENDED RECORDINGS of your truck operations

NEW Wagner-Sangamo TACHOGRAPH records up to 31 days on a single "strip" chart



This new model Tachograph permanently records truck operation, on roll-type charts, designed for 8, 15, or a maximum of 31 days.

Mounted on the dash of the truck, this recording speedometer makes a graphic record of truck's operation. It indicates truck stationary time with engine on,—with engine off; duration of stops; speeds and distances traveled.

Data helps you plan better routing, curtail wasted time, cut costs, and helps make drivers safety conscious... For details, mail the coupon.



Wagner Electric Corporation

6476 Plymouth Ave., St. Louis 33, Mo., U.S.A.

Please send FREE copy of Bulletin SU-140.

Name _____

Company _____

Address _____

City & State _____

We operate _____

Vehicles _____

(Number) _____

W560-3

1961 Dodge trucks

Continued from Page 107

to an independent front wheel suspension. Dodge engineers are quick to point out that this type is known for its ease of maintenance, and for its greater flexibility. Springs can easily be modified in the field to raise or lower capacity.

Wider cab allows a 60-in. wide seat—4 in. longer than last year. Steering wheel angle has been changed for more driver comfort and easier steering. Windshield and rear window are both larger for better visibility.

More diesels offered for '61

In high tonnage models, Dodge now offers eight Cummins diesels from 160 to 250 hp including the new NHE models. Retained from last year are the turbocharged C-175 and the naturally-aspirated NH-180, NH-195, and NH-220. Added to these are the C-160, NHE-180, NHE-195, and NH-250.

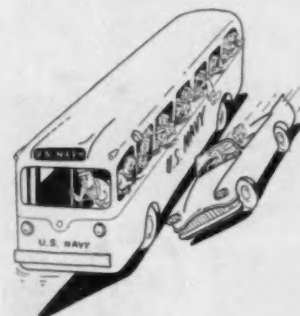
The NHE diesels are high economy models, all with 743 cu in. displacement. The C-160 is rated 160 hp, is designed mainly for stop-and-go service. The NH-250, with 855 cu in. displacement, gives 250 hp. It's for use in double bottom operations or where unusually steep grades require extra power.

The 12-speed Spicer transmission is available with these engines in the larger Dodge tractors and six-wheelers.

A flywheel power take-off, directly from the engine crankshaft, is offered on some V-8 gasoline engines for use in the larger models for transit mix service. It eliminates need for auxiliary engine to power the mixer.

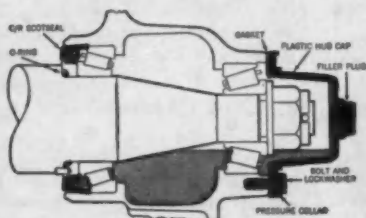
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Please Resume Reading Page 107



HERE'S HOW IT WORKS

All elements shown in solid green are included in the SCOTSEAL Kit. Unit illustrated: Fruehauf No. 5 axle.



CONVERT TO OIL WITH C/R SCOTSEALTM

Trailer Axle Oil Sealing Kit

- Adds to Bearing Life
- Decreases Maintenance
- Reduces Down-Time
- Fleet-Proved

Any way you look at it—dependability or cost—C/R oil-lubrication of trailer wheel bearings brings you many economies. (1) No more grease repacks—oil lasts from one brake reline to the next. (2) No burned-out bearings due to postponed repacking. (3) Less drag, lost power, and fuel wastage, because the SAE-30 oil remains free-

*Patents Applied For.

flowing winter and summer. (4) More complete protection for brake linings against lubricant leakage.

Ask your C/R Supplier to show you the new C/R SCOTSEAL Kit* and the ingenious SCOTSEAL Installation Tool* that makes installation fast and simple. Here's a real money-saver in trailer operation. Don't put off a test application.

Installation is as easy as repacking and just as fast!

FREE FOLDER NOW READY

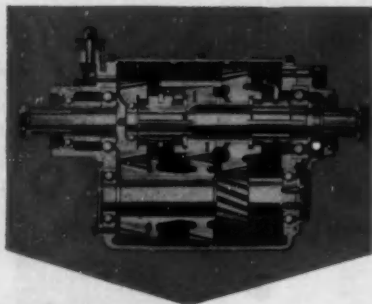
For complete information on the only conversion kit that permits the use of SAE-30 oil, ask your C/R Supplier for this new, free folder. Or, if you prefer, we'll be glad to mail direct.



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**CHICAGO RAWHIDE
MANUFACTURING COMPANY**
SERVICE SALES DIVISION
CHICAGO 22, ILLINOIS



Specify **FULLER** Specify the **MODEL**

For heavy duty
trucks and tractors specify the
FULLER '92 SERIES
3-SPEED AUXILIARY

- High capacity
- Widest range of ratios
- Top-mounted power take-off optional
- Low initial cost, reduced maintenance
- Available from all truck manufacturers on specification

'92 SERIES (Heavy-Duty) RATIOS

MODEL	SPLITTER RATIOS		DEEP REDUCTION
	High	Inter-mediate	
3-A-92	.74	1.00	2.09
3-B-92	.84	1.00	1.24
3-C-92	.75	1.00	2.64
3-D-92	.75	1.00	1.24
3-E-92	.84	1.00	2.09
3-F-92	.84	1.00	2.64
3-G-92	1.00	1.327	2.09
3-H-92	1.00	1.327	2.64

Specify



Specify the MODEL

FULLER MANUFACTURING COMPANY
(Transmission Division)
KALAMAZOO, MICHIGAN
Subsidiary EATON Manufacturing Company
More details? Circle 264 on reply card

'61 Chevrolet trucks

Continued from Page 105

unloaded. This feature eliminates need for a compromise spring rate to meet varying load conditions or for optional heavy duty springs.

As already mentioned, the 6-cyl, air-cooled Corvair engine powers all models in the new truck series. A door above the rear bumper gives easy access for servicing and checking oil level. In addition, there's a rear floor panel which lifts out exposing the entire top of the engine.

For major work, the complete power package, including engine, transaxle and rear suspension, can be removed as a unit. Entire front suspension also may be removed as a unit with the front cross member.

A 3-speed synchromesh transmission is standard equipment. Optional are a 4-speed model or the Powerglide automatic. Rear axle ratio of 3.27-1 is used with the 4-speed transmission, a 3.89-1 ratio with both 3-speed manual and Powerglide transmissions. Clutch is 9.12-in. diameter.

Hydraulic brakes are duo-servo

type with 167 sq in. of lining area. Front suspension control arms are positioned to control brake dive. A relay-type steering linkage with a recirculating ball-type steering gear are used with a steering ratio of 20-1. New to fleetmen are the self-lubricating nylon bushings used on the idler arm ends of the relay rod.

Standard Chevrolet trucks

Regular Chevrolet truck line for '61 features minor styling changes and several mechanical refinements and improvements. On medium and heavy-duty models, more options offered.

Increased capacity torsion bars in the independent front suspension are standard on most medium and heavy-duty models. Optional 12-leaf heavy-duty rear springs for tandem models have ground capacity of 19,500 lb per axle. Air reservoir pressures are higher on models with straight air or air-over-hydraulic brakes.

Three new 4-wheel drive models are included in the '61 line. They're 1/2-ton models, have a new 10-in. diameter clutch and redesigned front wheel lockout hubs.

END

Please Resume Reading Page 106

"THE HONEYCUTT TIRE REGROOVER GIVES US APPROXIMATELY 35,000 ADDITIONAL MILES PER TRUCK TIRE . . . BEFORE EACH RE-CAP!"

IRVIN SMART, vice president
Robertson Transport Company
You (just as Robertson Transport Company) can add 35,000 miles to each truck tire before each recapping. When they become slick, regroove them with the HONEYCUTT TIRE REGROOVER and drive them 35,000 miles or more before recapping. The HONEYCUTT REGROOVER regrooves tires right on trucks. Cuts any pattern. Takes only a few minutes. Reduces down time and driver idle time. Produces better forward traction and safer stops. Reduces jack-knifing. Regrooving once around a rig will pay for HONEYCUTT REGROOVER. Write, call or wire
HONEYCUTT TOOL COMPANY
315 Austin Street / CA 4-1997 / Houston 2, Texas
(Agents wanted in some areas)

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Kinnear

Kinnear originated the

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interlocking steel slat

Doors

door that coils upward.

KINNEAR
CORPORATION
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Rugged, efficient
space-saving doors
FOR TRUCKS OR
ANY OPENING—
plus longer lower-
cost protection.



The KINNEAR Mfg. Co.
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Columbus 18, Ohio

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BUY BONDS



THE ORIGINAL SPRAY STARTING FLUID*



• Starts diesel and gasoline engines (from the smallest to the largest) down to 65° F. below zero • Starts in seconds • Excellent in humid weather too • Millions of cans sold • See your automotive jobber or farm equipment dealer.

*The inventors of spray starting fluid. Patent No. 2,948,595

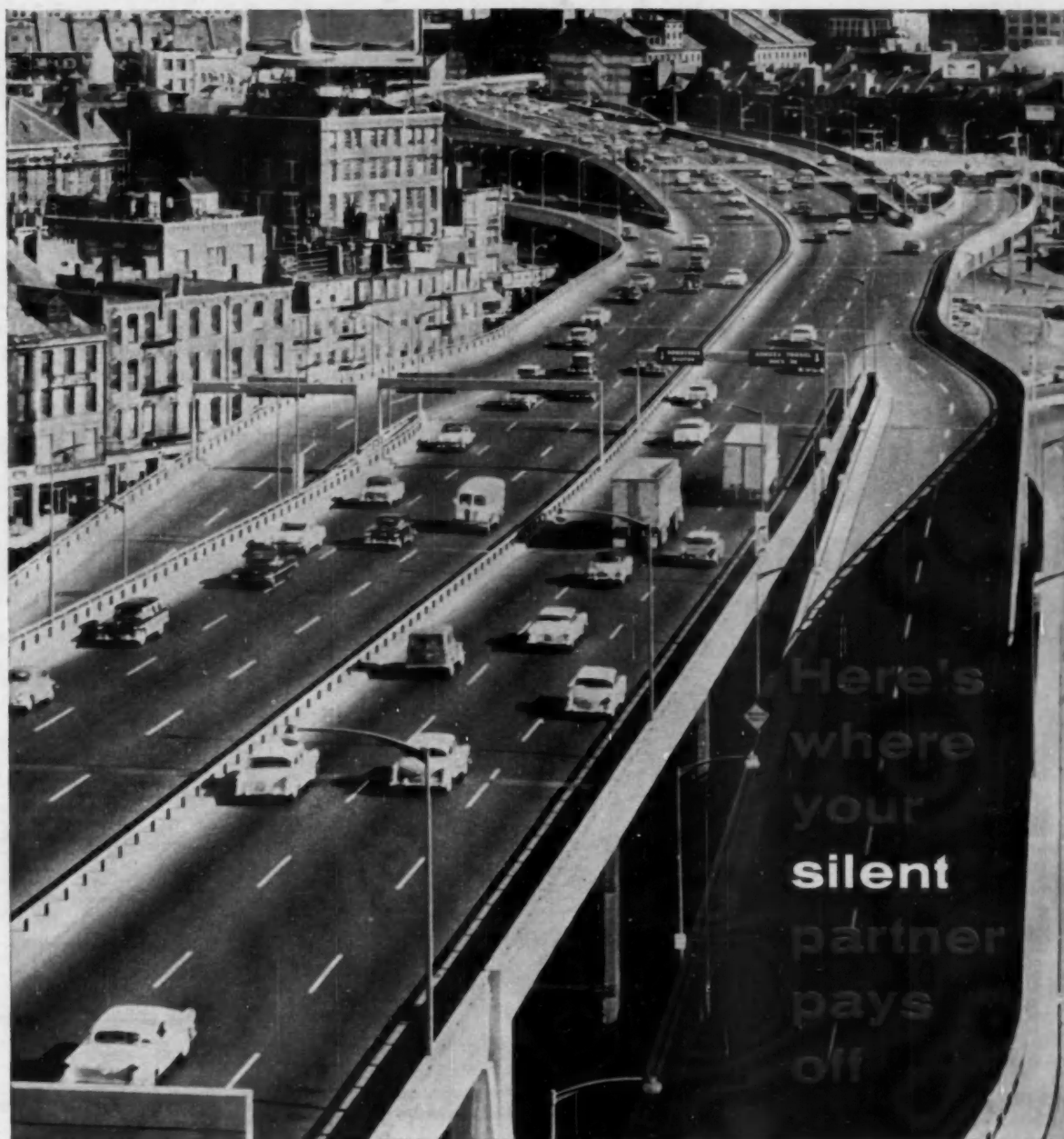
Ask for the can with the "balky donkey" trademark

SPRAY PRODUCTS CORPORATION

P.O. Box 1988 • Camden 1, N.J.



• More details? Circle 265 on reply card inside back cover



Here's
where
your
silent
partner
pays
off

ON-THE-ROAD DEPENDABILITY in the city or suburbs is the key to a successful fleet operation. And that's just what you get with Autolite Service Parts. They're quality-built to work and keep on working, whatever your fleet demands. For this reason, trucks in all types of service—for in-town delivery, dispatch, highway hauling—as well as many of the police cars, buses, and taxis on the road are equipped with Autolite . . . your silent partner that pays off in long, trouble-free service. Specify Autolite—next time, every time!

THE ELECTRIC AUTOLITE COMPANY, TOLEDO 1, OHIO



AUTOLITE®
ELECTRICAL SERVICE PARTS

Don't miss "News on the Hour," NBC Radio—and the election news with Dave Garroway, NBC-TV "TODAY" Show—sponsored by Autolite.

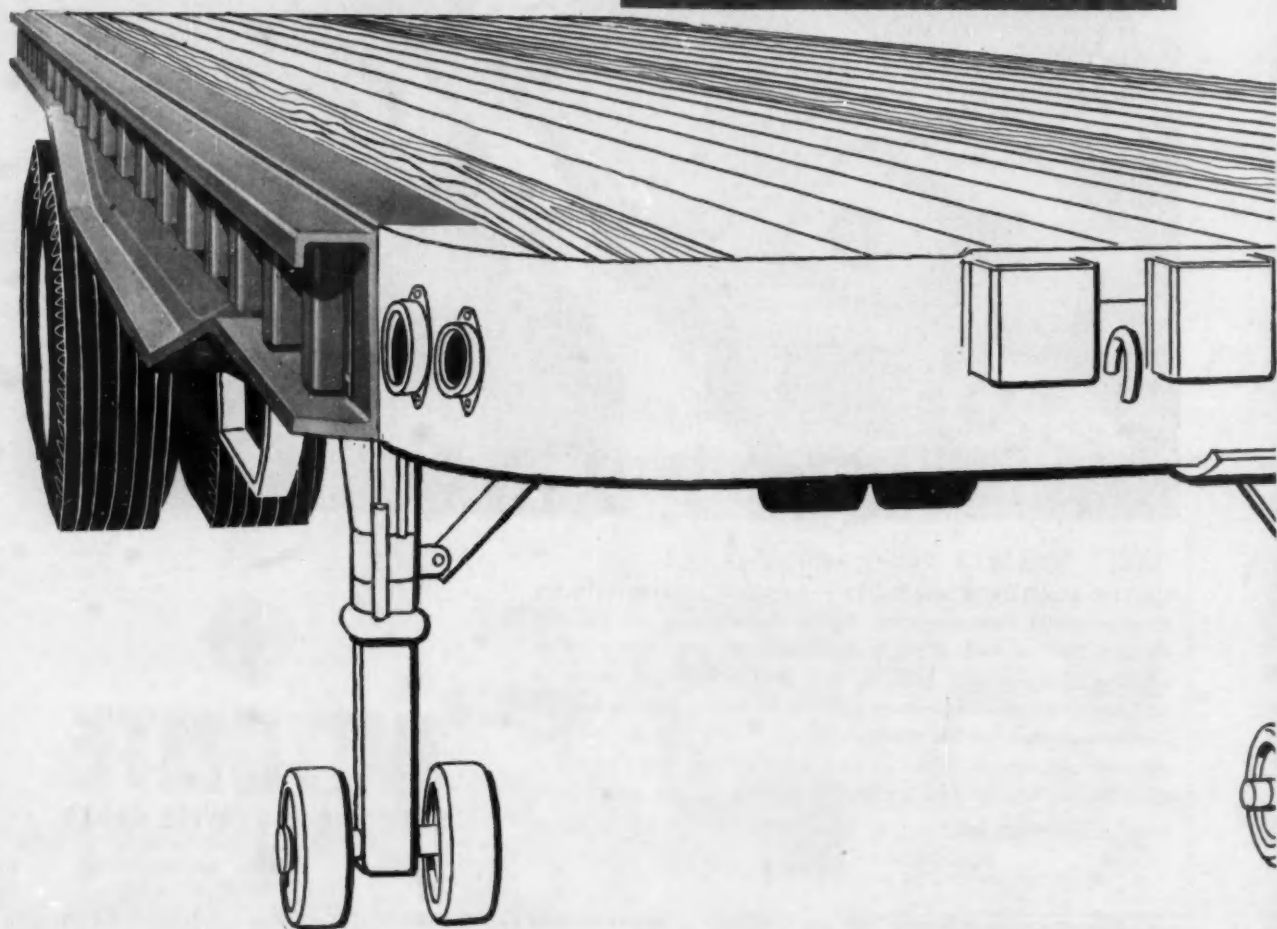
**Alcoa Aluminum Extrusions
revolutionize flatbeds!**

**UP TO 2 TONS
MORE PAYLOAD**

**than conventional
40-footers!**

A 40-ft flatbed trailer with extruded Alcoa® Aluminum structurals carries as much as 50,000 lb concentrated over its center 20 ft—yet weighs only 7,400 lb itself. Alcoa's design and development engineers worked with proved, high-strength alloys and new welding techniques to create a revolutionary maximum payload rig.

The three photographs below show the same basic design constructed of Alcoa Aluminum Plate and Extrusions by three different manufacturers. Any company with experience in producing large highway trailers could make it and offer it to customers at only a modest price differential over a similar unit built of steel. The increased payload should enable most operators to pay off that differential in a matter of months.



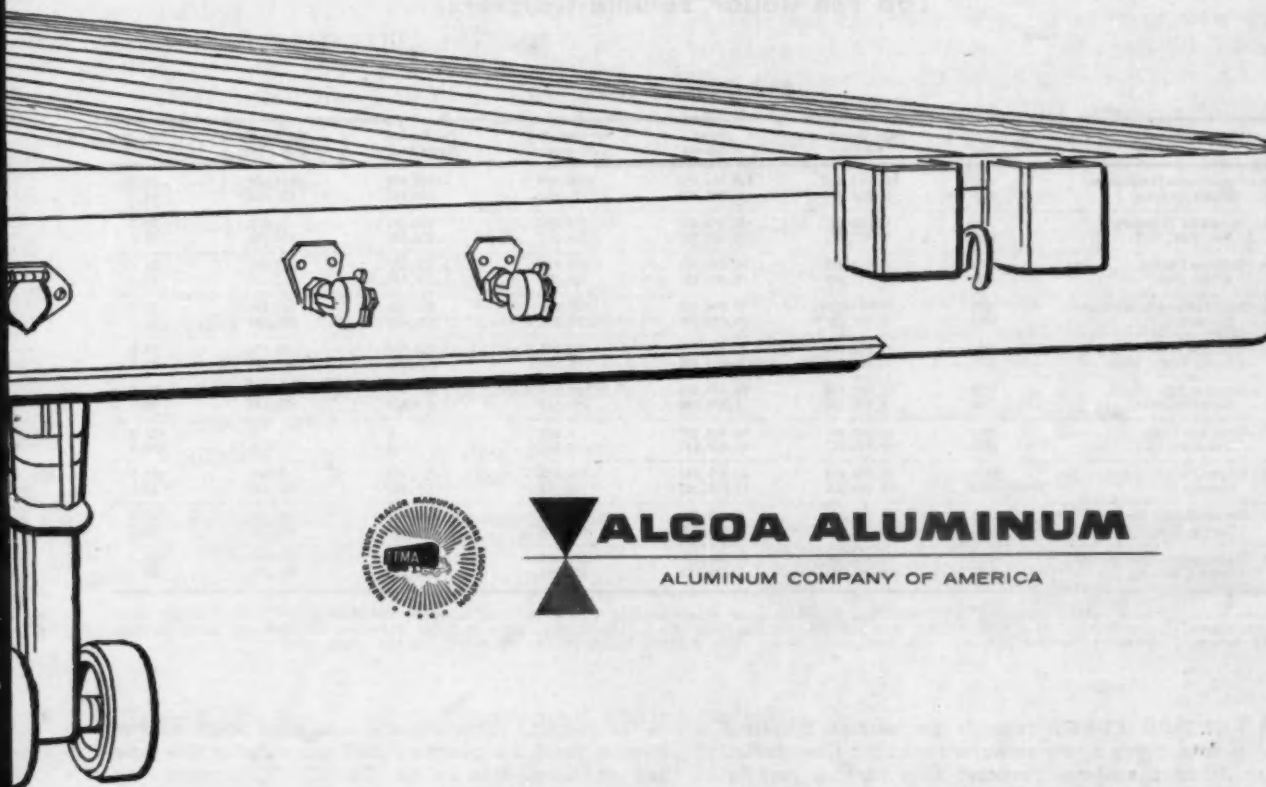
Versatility is designed into this new trailer, too. The load-carrying flange is $1\frac{1}{4}$ in. deep to accept any type of floor, offset to accommodate stake pockets. Rope or chain tie-downs are interchangeable. Other lightweight components include extruded aluminum flooring, aluminum fifth-wheel plate and eight Alcoa Aluminum Forged Disc Wheels.

Mating extrusions of high-strength Alcoa Alloy 2014-T6 form the structural side beams. Extruding actually *increases* this alloy's tensile strength by 20 per cent in thicknesses greater than $\frac{3}{4}$ in. At maximum 20-in. beam depth, these rails have a yield strength of 70,000 psi. Consumable electrode machine welding along the neutral axis provides shear strength of 29,500 psi—almost double that required for the most severe operating conditions.



With identical safety factors, a 35-ft aluminum flatbed could carry 50,000 lb over its center 15 ft; a 32-footer over its center 12 ft. By reducing beam depth or changing the extruded shapes, even lighter construction is practical for smaller or more uniform loads. Alcoa Alloy 6062-T6 may be substituted in the frame rails for economy.

Progressive trailer and truck body builders look to Alcoa for new concepts in lightweight construction, and for mill products that meet the most stringent specifications. At your call are Alcoa's design and development engineers—specialists in aluminum applications for the transportation industry. Contact your local Alcoa sales office or write: Aluminum Company of America, 1770-K Alcoa Building, Pittsburgh 19, Pa.



ALCOA ALUMINUM

ALUMINUM COMPANY OF AMERICA

Ford trucks for 1961

Continued from Page 107

and larger wheel bearings. Standard axle ratio is 3.50 to 1, with 4.0 to 1 as optional.

Suspension systems

Front suspension uses four-leaf springs mounted to an I-beam front axle. There's a front-mounted stabilizer bar and wide-mounted shock absorbers.

Rear suspension has semi-elliptical leaf springs. Five leaves with 685-lb capacity are standard, six-leaf progressive springs with 980-lb capacity are optional. Hotchkiss-type drive is used.

Steering gear is the same as the Falcon's except for a special housing to meet the cab-forward design.

Brakes are duo-servo type with 167 1/4 sq in. lining area. Front brakes are 2 1/2 in. wide, rear 1 3/4 in.

Electrical system uses components from other Ford products. A 12-volt, 25-amp generator is standard with a 30-amp low cut-in model as optional. Windshield wipers are electrically-operated and 2-speed.

Engine cooling air comes in through the front grill, is carried back to the radiator in a duct formed by the floor pan and longitudinal floor members, and an air scoop. Radiator core is 1-in. higher than the Falcon's, although top and bottom tanks are the same.

A new positive crankcase ventilation system is standard equipment on Econoline models. Many other Ford truck models will offer it also.

Falcon delivery model

The Falcon sedan delivery model mentioned earlier (and pictured on page 102) resembles the Falcon station wagon but has metal panels replacing the glass areas. The 144-cu in., Falcon engine is standard with the 170-cu in. engine optional.

Three-speed manual transmission is standard with a 2-speed automatic optional. Floor space behind the front seat is built up to make a level load area with 76.2 cu ft of cargo space.

For the first time in its history, Ford will offer diesel and gasoline-powered models in a new "H" Series of COE tilt-cabs for 1961. Exact details will be announced in the November issue. Advance information indicates that the line will include four models with a choice of five Cummins diesels ranging from 180 to 220 hp and four models powered by Ford's big V8's. GCW's will be from 55,000 to 76,800 lb.

END

Please Resume Reading Page 108

Top Ten Dollar Volume Carriers

2nd Quarter 1960

Carrier	Year	Total Operating Revenue	Total Expenses	Net Operating Revenue	Net Income Before Taxes	Net Income After Taxes	Operating Ratio
1—Consolidated Freightways, Menlo Park, Cal.	1960 1959	\$19,343,558 18,659,384	\$19,152,951 15,086,931	\$19,577,772,463	—\$109,608 599,641	\$185,982 432,645	99.0% 96.1
2—Associated Transport, New York, N. Y.	1960 1959	18,583,582 17,477,349	18,374,999 16,732,808	208,683 744,542	110,371 678,020	50,960 344,788	98.9 95.7
3—Roadway Express, Akron, Ohio	1960 1959	16,549,880 15,015,203	15,340,215 13,560,309	1,209,636 1,154,994	1,113,457 1,079,468	683,354 513,927	92.7 92.3
4—Pacific Intermountain Express, Oakland, Cal.	1960 1959	14,667,931 16,312,536	14,014,381 15,033,649	653,550 1,278,887	609,100 1,197,455	282,954 563,594	95.5 92.2
5—Interstate Motor Freight System, Grand Rapids, Mich.	1960 1959	12,506,952 10,587,622	12,245,009 9,821,796	261,943 776,824	180,936 736,053	94,630 421,788	87.9 92.7
6—Complete Auto Transit, Southfield, Mich.	1960 1959	11,581,419 8,961,162	10,524,885 7,979,630	1,056,534 982,543	969,067 972,689	480,520 476,554	90.9 98.0
7—Allied Van Lines, Broadview, Ill.	1960 1959	10,646,994 10,508,037	10,645,367 10,517,544	1,827 —9,807	0 0	0 0	100.0 100.0
8—Spector Freight System, Chicago, Ill.	1960 1959	10,576,974 11,799,286	10,773,503 11,023,743	—196,529 765,543	—224,103 737,827	—55,006 567,436	101.9 93.6
9—Denver Chicago Trucking, Denver, Colo.	1960 1959	10,335,245 10,160,354	9,467,690 9,064,428	877,655 495,928	779,162 447,921	368,130 208,810	91.5 95.1
10—Transamerican Freight Lines, Detroit, Mich.	1960 1959	9,833,335 10,287,022	10,108,928 9,904,819	—275,593 382,203	—289,123 378,176	—132,399 181,525	102.8 96.3

Note—Net income before taxes is net operating revenue plus other income (lease credits, interest, dividends, etc.) and minus other deductions (lease debits, other deductions, delayed income charges, etc.). Operating ratio is total expenses divided by total operating revenue. Source: Carrier Reports, Old Saybrook, Conn. For further information, circle 321 on the reply card.

MEETING FLEET requests for current operating data, here's a new exclusive report for COMMERCIAL CAR JOURNAL readers. Prepared four times a year by Carrier Reports, Old Saybrook, Conn., and based on quarterly reports of ICC Class 1 common carriers, it is expected to run in the second or third issue after the close

of the quarter. (This first one is an issue late.) Carrier Reports itself is a quarterly publication giving this same and additional data on all Class I ICC carriers. It's available on a subscription basis. If you'd like further information, just circle 321 on the reply card inside the back cover.

ANNOUNCING A MAJOR EVENT IN FLEET ECONOMY

The 1961 FORD is built to take care of itself!
It is deliberately designed to slash—and in
some cases eliminate—maintenance costs. You
can actually prefigure just how much you'll save
on each 1961 Ford unit in your fleet!

With introduction of the '61 Fords you can cut fleet costs as never before. Here are cars built to save you money through every operating hour . . . and built to retain their value right up through resale time.

HERE'S HOW TO PREFIGURE YOUR '61 FORD FLEET SAVINGS

Chassis lubrication. The '61 Ford will normally go 30,000 miles without a chassis lubrication. Match that against your present lubrication costs.

Oil changes. You can plan on changing oil only at 4,000 mile intervals.

Brake adjustments. Cross this one off your list all together. New Ford brakes mechanically adjust themselves automatically.

Muffler replacements. Divide usual muffler expense by three. Ford mufflers are double-wrapped and aluminized and will normally last three times as long as ordinary mufflers.

Body corrosion. All vital underbody parts are specially processed to resist rust and corrosion . . . even to galvanizing the body panels beneath the doors.

Wax jobs. As an extra dividend, Ford's Diamond Lustre Finish *never* needs waxing.

But that's not all! Your drivers want comfort and convenience and roadability and handling ease . . . and the '61 Ford has these aplenty. Doorways are wide and easy to enter or leave. Front seats are foam-padded. Interior dimensions are as king-sized as ever, but over-all length outside is four inches shorter than last year for easier handling. Steering is easier, too, with a new 30-to-1 ratio. Generous insulation guards against outside heat, cold and noise. Dual sun visors and arm rests are standard. The list goes on and on.

To get complete details on all the '61 Ford features that make such welcome economy news, and to find out about Ford's potential high trade-in value, see your Ford Dealer now.

FORD DIVISION, *Ford Motor Company.*



Beautifully built for economy and lasting value . . .

'61 FORD

1960 New Truck Registrations*

STATE		Brockway	Chevrolet	Diamond T	Dodge	Ford	G.M.C.	International	Mack	Studebaker	White	V. Ily's Jeep	V. Ily's Truck	All Others	Total
Alabama	July		5,3	4	42	462	133	143	26		36	5	9	54	1,467
	7 Mos.	1	4,051	34	429	3,325	1,076	1,107	254	21	223	33	64	376	10,994
Alaska	July		73		4	121	24	9	6	3	1		3	12	146
	7 Mos.		172	3	20	422	119	167	7	13	2	5	14	86	732
Arizona	July		3,16	2	77	321	113	57			22	8	14	47	1,019
	7 Mos.		2,751	9	492	2,230	695	540			71	66	135	363	7,433
Arkansas	July		974	4	78	791	230	241	7	19	6	2	28	2	2,383
	7 Mos.		4,067	11	331	3,488	890	958	28	44	28	33	32	131	10,011
California	July		3,314	17	381	2,888	800	603	15	84	77	100	90	706	9,073
	7 Mos.		23,008	114	2,824	21,027	5,057	4,299	139	312	616	591	535	4,439	62,671
Colorado	July		491	4	68	328	132	118	4	8	12	46	42	32	1,286
	7 Mos.		3,209	12	803	2,716	878	848	37	62	76	288	250	224	9,100
Connecticut	July		129	2	30	183	46	71	22	10	14	12	21	32	543
	7 Mos.	9	1,073	21	186	1,007	326	627	117	31	146	61	139	378	4,121
Delaware	July		72		26	120	28	33	10	1					286
	7 Mos.	2	439	9	104	350	133	243	101	3	79	6	13	83	1,551
District of Columbia	July		61	2	17	88	19	23	9	2			10	25	263
	7 Mos.	1	559	5	97	419	163	143	54	4	24	5	30	182	1,686
Florida	July		948	6	97	713	222	239	36	18	64	40	65	170	2,319
	7 Mos.		4,909	68	580	5,326	1,481	1,568	272	84	362	250	443	1,459	17,024
Georgia	July		468	10	103	511	182	220	71	16	71	4	13	40	1,700
	7 Mos.		5,790	38	675	5,541	1,322	1,968	287	105	310	89	104	739	16,940
Hawaii	July		67	1	31	82	18	34			3				204
	7 Mos.		382	2	130	392	60	217		2	30	24	219	106	1,624
Idaho	July		230	2	41	191	101	69	10	10	20	7	17	14	712
	7 Mos.		1,631	9	271	1,300	659	595	34	46	70	61	142	128	4,946
Illinois	July		896	20	119	824	260	550	36	44	89	19	48	172	3,050
	7 Mos.		6,854	184	870	6,584	1,735	3,743	280	159	343	183	454	1,353	22,910
Indiana	July		622	7	112	526	134	134	21	22	23	13	26	84	1,854
	7 Mos.		4,955	66	756	4,084	1,293	2,311	293	181	306	80	209	678	15,212
Iowa	July		370	17	61	334	149	393	23	10	18	7	12	59	1,453
	7 Mos.		3,188	38	347	2,512	690	1,645	41	66	50	50	86	336	9,061
Kansas	July		670	1	63	499	168	163	1	21	12	3	13	20	1,632
	7 Mos.		4,214	17	458	3,533	1,050	1,263	11	61	47	41	123	176	10,994
Kentucky	July		439	1	33	322	116	266	14	6	13	16	21	34	1,280
	7 Mos.		3,247	10	206	2,866	800	1,037	75	31	114	53	122	217	8,599
Louisiana	July		523	1	30	458	103	105	13	4	7	5	4	50	1,304
	7 Mos.		4,307	24	261	3,937	833	1,055	58	34	77	55	68	30	11,139
Maine	July		142	1	21	224	38	60	10	7	8	12	23	35	605
	7 Mos.	12	1,009	2	123	1,054	305	600	41	30	32	74	158	175	3,615
Maryland	July		315	4	59	250	94	189	10	6	12	23	41	57	1,032
	7 Mos.	42	2,189	22	369	2,027	386	995	138	17	130	178	270	343	7,076
Massachusetts	July		261	2	65	380	125	166	17	7	33	11	39	70	1,181
	7 Mos.	42	1,840	19	461	2,141	728	1,183	106	34	234	86	319	626	7,890
Michigan	July		1,276	8	233	1,230	420	385	16	20	53	30	89	207	3,953
	7 Mos.	12	8,274	74	1,504	7,572	2,456	1,915	180	104	312	231	453	1,151	24,200
Minnesota	July		402	9	55	305	102	207	11	12	21	3	14	33	1,174
	7 Mos.	4	3,730	42	479	3,225	788	1,472	68	84	103	37	141	342	10,513
Mississippi	July		374	1	48	338	89	79	4	10		2	5	20	967
	7 Mos.		3,239	6	251	2,513	765	924	44	43	30	45	45	190	8,094
Missouri	July		723	8	81	554	224	265	7	11	18	3	20	44	1,956
	7 Mos.		6,077	39	951	4,869	1,635	2,621	73	66	118	64	148	329	18,688
Montana	July		172		37	166	51	62			1	6	23	12	546
	7 Mos.		1,343	11	268	1,228	373	651	30	19	82	64	188	158	4,393
Nebraska	July		374	4	23	279	107	182	13	3	23	6	10	13	1,037
	7 Mos.		2,683	36	234	2,294	578	1,147	48	33	109	62	135	266	7,623
Nevada	July		120	1	17	90	34	34			3	4	13	59	386
	7 Mos.		484	1	135	462	239	269	3	20	5	40	67	153	1,806
New Hampshire	July		69	17	17	631	173	380			3	7	13	9	236
	7 Mos.	5	613	17	112	631	173	380			12	43	60	208	2,533
New Jersey	July		383	12	83	409	183	237	50	2	54	20	40	125	1,616
	7 Mos.	129	3,676	199	705	4,407	1,275	1,940	409	54	497	160	427	1,047	14,915
New Mexico	July		321		31	242	82	65			4	13	19	22	821
	7 Mos.		2,190	3	281	1,605	617	351	13	36	30	65	95	535	5,354
New York	July		1,152	11	233	1,180	448	941	122	21	162	74	136	316	4,737
	7 Mos.	278	7,768	87	1,535	7,476	2,324	5,740	724	96	1,037	500	1,067	2,211	30,553
North Carolina	July		654	3	73	684	284	254	50	21	29	23	11	49	2,312
	7 Mos.		4,549	24	442	5,039	1,176	1,358	193	69	227	112	141	453	13,762
North Dakota	July		154		25	142	32	67			1	1			426
	7 Mos.		1,032	10	157	827	207	585			1	15	25	34	2,960
Ohio	July		869	15	238	782	333	372	49	24	69	27	70	147	3,016
	7 Mos.	24	7,072	93	1,402	6,006	2,177	3,172	347	141	689	274	873	1,131	23,703
Oklahoma	July		709		106	489	121	188	3	9	14	3	9	16	1,667
	7 Mos.		5,199	11	650	4,070	932	1,246	58	48	128	44	81	153	12,480
Oregon	July		448		48	337	138	127	7	23	176	14	27	97	1,435
	7 Mos.		3,158		538	2,634	1,069	828	78	123	903	89	273	701	10,121
Pennsylvania	July		637	12	197	857	278	474	96	39	70	60	184	190	3,380
	7 Mos.	117	6,206	114	1,653	5,851	1,683	3,432	949	143	677	483	1,013	1,072	23,417
Rhode Island	July		34	1	5	65	10	34							197
	7 Mos.	2	269	2	35	420	80	190	47	9	19	5	33	204	1,350
South Carolina	July		285		31	331	67	96	11	4	14	11	4	42	886
	7 Mos.		2,181	3	308	2,134	440	615	79	15	81	52	34	282	6,192
South Dakota	July		189	2	44	104	53	118	12	4	2		11	15	601
	7 Mos.	2	1,263	18	217	1,076	319	806	24	29	7	30	75	80	4,040
Tennessee	July		456		76	424	134	216	24	7	69	7	10	28	1,455
	7 Mos.		3,953	9	433	3,487	1,123	1,207	230	31	222	77	90	324	11,126
Texas	July		2,409	8	200	1,678	399	485	30	34	72	33	38	155	5,509
	7 Mos.	1	10,676	60	1,403	13,940	3,039	4,414	281	194	612	270	261	1,097	45,448
Utah	July		290	3	53	256	87	95			3	15	11	21	794
	7 Mos.		1,514	11	282	1,272	627	362	19	13	49	85	79	109	4,289
Vermont	July		49		73	469	167	253	44	10	25	75	18	13	197
	7 Mos.	6	478	2	62	456	122	162	20	10	33	14	26	73	1,458
Virginia	July		3,475	17	566	3,182	887	1,168	250	62	157	129	24	442	9,662
	7 Mos.	6	249	3	74	393	219	157	18	20	10	9	21	90	1,361
Washington	July		2,962	13	417	2,507	1,195	952	75	54	110	66	191	533	9,100
	7 Mos.		1,654	13	282	1,379	451	441	71	28	66	107	275	263	4,960
West Virginia	July		829	7	66	404	170	337	27	6	16	22	27	57	1,677
	7 Mos.		3,353	52	436	2,631	927	2,176	69	88	124	176	256	468	10,952
Wyoming	July		130		22	88	43	48			3	6	16	3	372
	7 Mos.		1,127	6	138	706	386	337	16	26	28	57	114	3	3,107
Total	July, 1960	90	26,148	216	3,762	23,293	7,585	9,646	906	629					



Foremost manufacturer
specializing exclusively in
MULTI-STOP DELIVERY TRUCKS

distributes KromeX* Piston Ring Sets
with the stainless steel oil ring



KromeX ring sets **DIVCO** APPROVED
for these 6 reasons:

- 1 stainless steel maintains its original, built-in tension
- 2 stainless steel resists sludging and corrosion
- 3 side-sealing design to control oil even under high vacuum and deceleration
- 4 chrome-plated side rails for extra life
- 5 seat instantly
- 6 easy to install

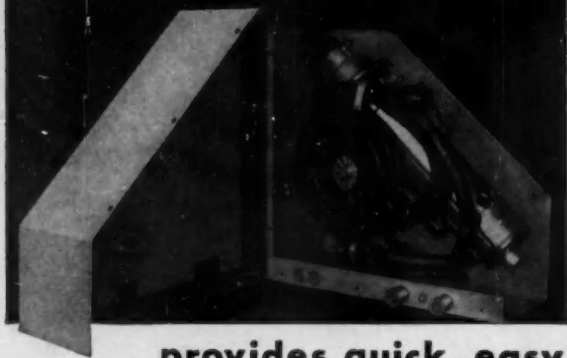


For outstanding performance, every KromeX set also has chrome-plated top compression rings. They are factory-lapped for instant seating; assure positive blow-by control, long life.

*Manufactured by Sealed Power Corporation, Muskegon, Michigan

DIVCO APPROVED **KROME X**
PISTON RING SETS

South Wind PREHEATER



**provides quick, easy
starting in coldest weather!**

● The South Wind Preheater gives you the most practical and inexpensive way to solve cold weather starting problems. It pre-heats the engine coolant rapidly and circulates it through the block to heat the engine for quick, easy starting. The Preheater automatically maintains the temperature of the engine coolant between 140° and 160°F.

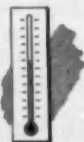
With the South Wind Preheater, trucks can be stopped and parked anywhere with easy starting. Outdoor winter storage is practical even at extremely low temperatures. Construction equipment can be shut down at any time without regard to the ambient temperature. Stationary engines stay warm, ready for rapid starting when needed.

The South Wind Preheater can reduce your operating costs. Write today for complete information.

Check these features of South Wind Combustion Heaters:



Normally maintenance-free—parts and service are available nationally.



Automatic thermostatic control.



Economical to operate—maximum heat output at minimum cost.



Operates independently of the engine, but uses fuel and electrical power from the vehicle system.



South Wind
DIVISION
STEWART-WARNER
CORPORATION

1514 Drover Street • Indianapolis 7, Indiana

● More details? Circle 212 on reply card inside back cover

182



Ted V. Rodgers, Sr.

On Tuesday, Sept. 13, 1960, Ted V. Rodgers, Sr., died of a heart attack at the age of 72 in his hometown of Scranton, Pa. Highly respected and widely known, his many accomplishments on behalf of the trucking industry continue to remind us all of the extent of our loss—much more so than any obituary could. His greatest contribution was his part in creating American Trucking Assns. He gets much of the credit for the strong national position it has today—greatly benefiting all fleet operators. He was, indeed, the father of the trucking industry.

1960 National Truck Roadeo Champions

The five champions of the 1960 National Truck Roadeo proudly display trophies won in competition with 61 other top drivers of the nation. The event, sponsored by American Trucking Assns., was held last month in St. Paul, Minn. From left to right are (kneeling) Walter F. Storm, Davidson Transfer & Storage Co., Baltimore, Md., three-axle tractor-trailer and Leland Hellestad, Express Freight Lines, Milwaukee, Wis., straight truck. (Standing) Lewis D. Gooch, Esso Standard Oil, Richmond, Va., tank truck; Jesse E. Allbright, City Express, Baltimore, Md., four-axle tractor-trailer; Donald J. Beaudette, Land O' Lakes Creameries, Minneapolis, Minn., five-axle tractor-trailer.



COMMERCIAL CAR JOURNAL, October, 1960



CCJ's Editor Tests Dart Pickup

Last month, Editor Bart Rawson checked out Dodge's new half-ton Dart pickup at the Chrysler Corp. press review in Miami, Fla. Standing by is Dodge Truck's Chief Engineer Steve Tompkins. Complete details and more photos of Dodge's '61 truck line are on page 106.

October News Roundup

Continued on Page 186

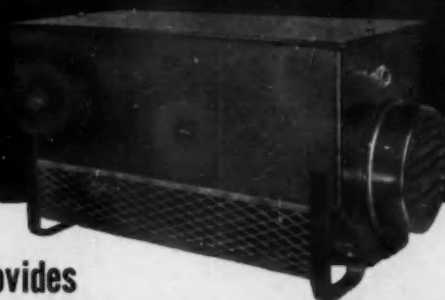
Modern Over-the-Road Haven for Truck Drivers

This large new truck-stop service station was opened early in September by the Pure Oil Co. It's located on a 12½-acre site at the intersection of Route 6N and the Erie Thruway between the Ohio border and Erie, Pa. Service offered includes 16 service islands for trucks and two islands for passenger cars. Also available are road and tire service and a full line of safety equipment. Facilities include a modern air-conditioned restaurant, air-conditioned sleeping rooms for 22 drivers, conference room, dispatchers offices and two drive-through lubrication bays for any size of truck.



COMMERCIAL CAR JOURNAL, October, 1960

South Wind UNIVERSAL INSTANT HEATER



**provides
complete passenger comfort and
cargo protection in coldest weather!**

● The new South Wind Universal Instant Heater provides the extra heating needed for almost any vehicle . . . safely, economically and efficiently.

This combustion-type air heater is so flexible that it can be installed easily in a wide variety of vehicles. It provides passenger comfort in station wagons, ambulances and crew trucks . . . protects perishable cargos in round-the-town delivery trucks and in cross-country vans and trucks.

Operating independently of the standard heating system, the Universal Heater delivers controlled hot air instantly with a turn of a knob.

Your vehicle heating problem can be solved by South Wind. Write today for complete information.

Check these features of South Wind Combustion Heaters:



Reaches peak capacity
in seconds.



Fully guaranteed by Stewart-Warner, nationally known since 1938 for famous South Wind combustion-type automotive heaters.

**SAFETY
SEALED**

Absolutely safe . . . sealed, stainless steel combustion chamber.



Simple operation . . . just one knob to operate the heater.



South Wind
DIVISION
**STEWART-WARNER
CORPORATION**

1514 Drover Street • Indianapolis 7, Indiana

● More details? Circle 213 on reply card inside back cover

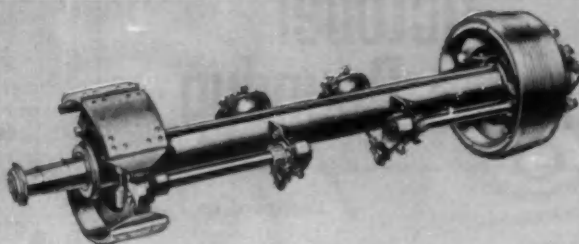
Timken-Detroit Trailer Axles

top them all

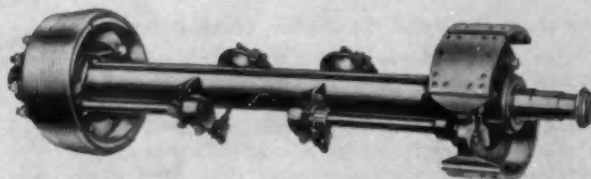
in lightness... safety... ruggedness!

**That's why most operators specify and insist
on Rockwell-Standard quality built axles**

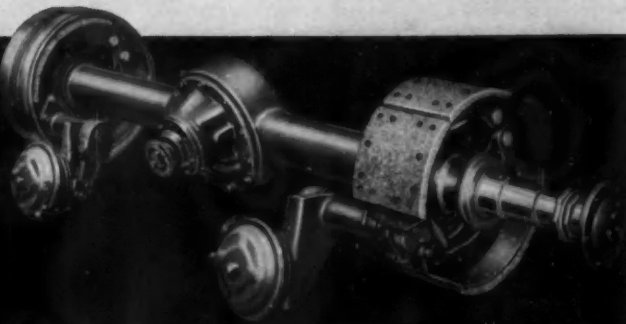
TK-500—The Standard of The Industry!
"Torture-tested" for safety . . . hot pierced induction hardened spindles for greater strength at less weight. Spindles and forged steel brake spiders are electronically welded to axle for lighter weight and better brake performance. Designed for maximum safety, less maintenance and more payload.



NEW TH-500 Series Trailer Axle—A lighter capacity trailer axle with all of the time-proved, premium features of the TK-500. Ideal for vans, low-beds, and auto haul aways because the TH Series will accommodate both single and dual wheel applications.



TKP-500—Provides a power take-off unit for operating refrigeration equipment and other mechanical devices. Eliminates need of an auxiliary gasoline engine on many trailers . . . cuts both initial cost and cost of operation . . . reduces maintenance, eliminates noise . . . improves load distribution.



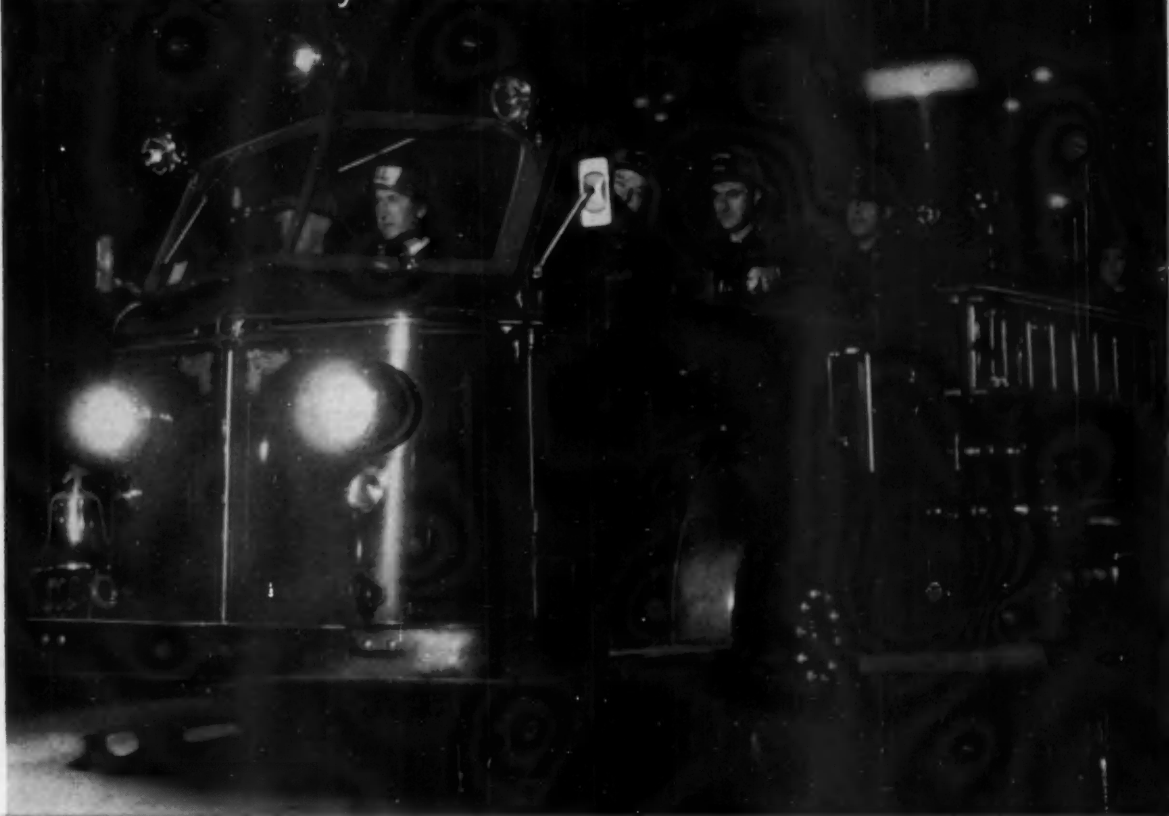
Another Product of...

ROCKWELL-STANDARD
CORPORATION



Transmission and Axle Division, Detroit 32, Michigan

When reliability counts most:



Rely on Tung-Sol

It's not by chance that fleet after fleet depends on Tung-Sol Heavy Duty Headlamps to tackle the toughest, most demanding headlighting assignments. Tung-Sol 4005s and 6013s are engineered and built to deliver.

When the chips are down, their ruggedized construction features — durable filaments, anti-shock fog cap support, extra-strength spot weld leads, vibration-resistant ceramic collars — pay off in performance . . . the kind of performance that gets fleets through — safely and on time — whatever the road and weather conditions.

Switch your fleet to Tung-Sol and switch on the most rugged headlamps ever built. Automotive Products Division, Tung-Sol Electric Inc., Newark 4, N. J.



TUNG-SOL

Heavy Duty Headlamps

October News Roundup

Continued from Page 183

Flora goes Ford

FLORA, ILL.—Late last month, every vehicle in use in this town of 6000 was a Ford—and a brand new 1961 model. Some 1600 vehicles were shipped in for one of the most novel new model introductions ever planned. One other piece of equipment on hand for the week was an IBM RAMAC 305. In addition to evaluating data about the citizens' reaction to their use of the new Fords, the computer will produce "a depth study of a typical American community."

Christmas giving simplified

NEW YORK CITY—Fleetmen with a list of customers and others on their Christmas list will be interested in a new approach offered by Gallery of Gifts, Inc. (80 Park Ave., New York 16, N. Y.). It has taken the gift certificate idea a step further. The fleetman buys a gift certificate sends it to his customer with a colorful catalog from which the customer can make a personal choice from among 24 different selections. Gallery of Gifts handles the actual gift wrapping and mailing of the item selected.

Maintenance show signs-up experts

NEW YORK CITY—Private Truck Council has signed up an impressive list of fleet experts for its Maintenance Show and Conference scheduled for Dec. 5-8 in the Coliseum here. Keynote speaker will be Ernie Cox, safety director of Interstate Commerce Commission's Bureau of Motor Carriers. He is first speaker at Monday's (Dec. 5) general session, with CCJ Editor Bart Rawson as chairman. At the same session, Bill Bailey of Transamerican and Ted McGill of the New York City Sanitation Dept. will lead a panel on shop equipment.

Workshop sessions the same day include Shop Maintenance Techniques and Procedures led by George Martin of Trailmobile, Maintenance Records and Accounting led by E. N. "Bing" Hatch of the Nassau (N. Y.) County Transit Authority, Mechanic Selection and Training led by George C. Lowe of Atlantic Refining, and Maintenance Control led by A. S. Alton of Allen Electric & Equipment.

On Tuesday, Dec. 6, Bill Hodson of

1960 Domestic Truck Factory Sales by GVW

Month	6,000 lb. and less	6,001-10,000 lb.	10,001-14,000 lb.	14,001-18,000 lb.	18,001-24,000 lb.	24,001-33,000 lb.	Over 33,000 lb.	Total
January	51,996	14,438	1,111	2,662	18,484	4,985	2,934	96,178
February	57,489	15,266	988	2,402	13,471	6,084	3,299	102,305
March	56,879	15,714	969	2,611	13,261	6,716	3,768	105,439
April	48,780	14,863	861	2,362	12,282	6,162	3,768	92,817
May	46,216	13,730	800	2,294	13,646	6,673	3,188	81,268
June	48,021	12,980	868	2,403	12,826	6,999	2,930	89,022
July	30,881	8,833	710	2,234	10,275	5,198	2,420	64,063
7 Months—1960	344,242	86,833	8,442	16,958	91,245	41,204	22,306	640,821
7 Months—1959	319,510	101,328	8,999	26,481	73,373	37,021	23,687	645,549

Source: Automobile Manufacturers Association.

H. B. Maynard & Co. and Warren King of Albert Ramond & Associates will lead a discussion of Maintenance Time Standards. Same day Don Harbaugh of Lee Rubber & Tire heads a panel on Tire Selection and Maintenance.

On Dec. 7, Wednesday, three problem clinics are planned. First is New Vehicles, Equipment and Components with John King of Automobile Manufacturers Assn., Frank Plovick of GM's Delco-Remy Division, D. B. Montgomery of Long Mfg., J. E. Conlon of Chevrolet and Keith Tantlinger of Fruehauf as participants.

Second clinic is on Coolants, Lubricants and Fuels. Panelists include R. Cubicciotti of Sonneborn Lubricants, Frank Gundlach of Union Carbide, H. G. Rudolph of Mobil Oil and Frank Keenan of du Pont.

Third session is on New Developments in Engines. Ernest Sternberg of White Motor, Max Roensch of GM's Technical Center, Carl Doman of Ford and Walter Frederick of GM's Detroit Diesel Division will lead the discussion. Luncheon on Wednesday will be highlighted by presentation of awards by FO Editor Carroll W. Boyce.

1960 Truck Trailer Shipments

Type of Trailer	July	Seven Months
Vans		
Insulated and refrigerated	306	3,818
Steel	12	941
Aluminum	294	3,677
Furniture	103	1,518
Steel	81	1,340
Aluminum	22	178
All other closed-top	1,762	17,619
Steel	390	3,906
Aluminum	1,402	13,113
Open-top	211	1,529
Steel	33	529
Aluminum	178	1,300
Total—Vans	2,412	23,964
Tanks		
Non- and low-pressure		
Petroleum		
Carbon and alloy steel	126	993
Stainless steel	22	158
Aluminum	101	1,123
Total—Petroleum	251	2,274
Chemical, food, fluid solids	77	473
All other, incl. aircraft refuelers	76	904
High-Pressure (LPG), chemicals, etc.	16	218
Total—Tanks	410	3,869
Pole, pipe and logging		
Single axle	15	140
Tandem axle	83	867
Total	98	727
Platforms		
Packs, livestock and stake	24	269
Grain bodies, all types	25	824
Platforms (flat), all types	606	5,996
Total—Platforms	657	6,989
Low-bed heavy haulers	161	1,310
Dump trailers	129	1,001
All other trailers	259	2,211
Total—Complete Trailers	4,105	40,091
Dump trailer chassis	17	583
Trailer chassis only	111	1,924
Total—Trailers and Chassis	4,233	42,598
Detachable Van Bodies	337	2,067

Source: Industry Division, Bureau of the Census.

Tax men launch drive

WASHINGTON, D. C.—Internal Revenue Service has launched a block-by-block, company-by-company canvas to make sure businessmen pay all their taxes. Program is expected to take from three to five years.

Credit pinch eases

WASHINGTON, D. C.—Financing new fleet equipment should be easier in the future. Recent action by Federal Reserve Board could boost available lendable funds by as much as \$3 billion. Situation will vary from region to region as far as financial institutions are concerned.

Built more school buses

WASHINGTON, D. C.—A total of 2493 school-bus bodies were produced in the first quarter of 1960 according to the School Bus Body Mfrs.' Assn., a division of the Truck Body and Equipment Assn. Figure for the first quarter of 1959 was 1901 units.

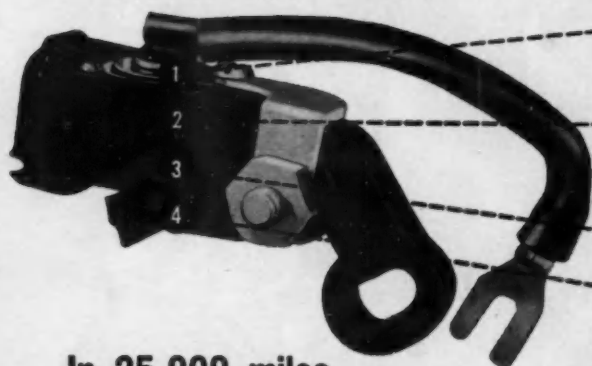
Watch that brake fluid

DETROIT—Faulty, and dangerous, brake fluid is still on the market. Re-

(TURN TO PAGE 190, PLEASE)

NEW **Dayton** SUPER TUNGSTEN IGNITION POINT

- 4 times normal point life
- Improves performance
- Extends life of tune-up
- Increases gas mileage



In 25,000 miles...

*No change in dwell!
No change in spring tension!
No drop in efficiency!
No appreciable point bounce at high speeds.
4 times normal point life in heavy duty trucks
when installed according to directions*

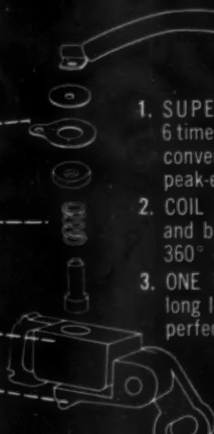
Stamina and performance proved—in passenger cars—in fleets—in town and country driving—amazing race winning performance at The Darlington 500 and other races.

The Dayton Super Tungsten Ignition Point is fleet-proved.

On heavy duty trucks, it outlasts ordinary points 4 to 1! The Dayton Point reduces tune-up frequency... cuts gas consumption 5% to 10% over the life of the point... provides faster starting... in any weather... eliminates many ignition problems.

These multiple benefits provide a new, higher level of economical operation and performance for your fleet. Order Dayton Points from your jobber today, or write us for literature.

These features have made all other points obsolete!

- 
1. SUPERTUNGSTEN POINT—6 times larger contact area than conventional points—20% more peak-electrical energy.
 2. COIL SPRING—perfect contact and break—no loss in tension. 360° contact area.
 3. ONE PIECE NYLON BODY—for long life, resistance to heat and perfect insulation.
 4. NYLON RUBBING BLOCK—one piece... designed to resist wear.



JOBBER AND DEALERS—
Write today for franchise information and literature.

Dayton Automotive Products Co.,
Box 12, Dayton 1, Ohio

Please send literature, franchise information and costs on Dayton Points.

Firm Name _____ By _____

Address _____

Town _____ State _____



Dayton Ignition Points

Dayton Automotive Products Co.-Box 12, Dayton 1, Ohio



A subsidiary of
The Dayton Steel Foundry Co.
P.O. Box 1022, Dayton 1, Ohio
World's leading manufacturer of
cast wheels and brake drums



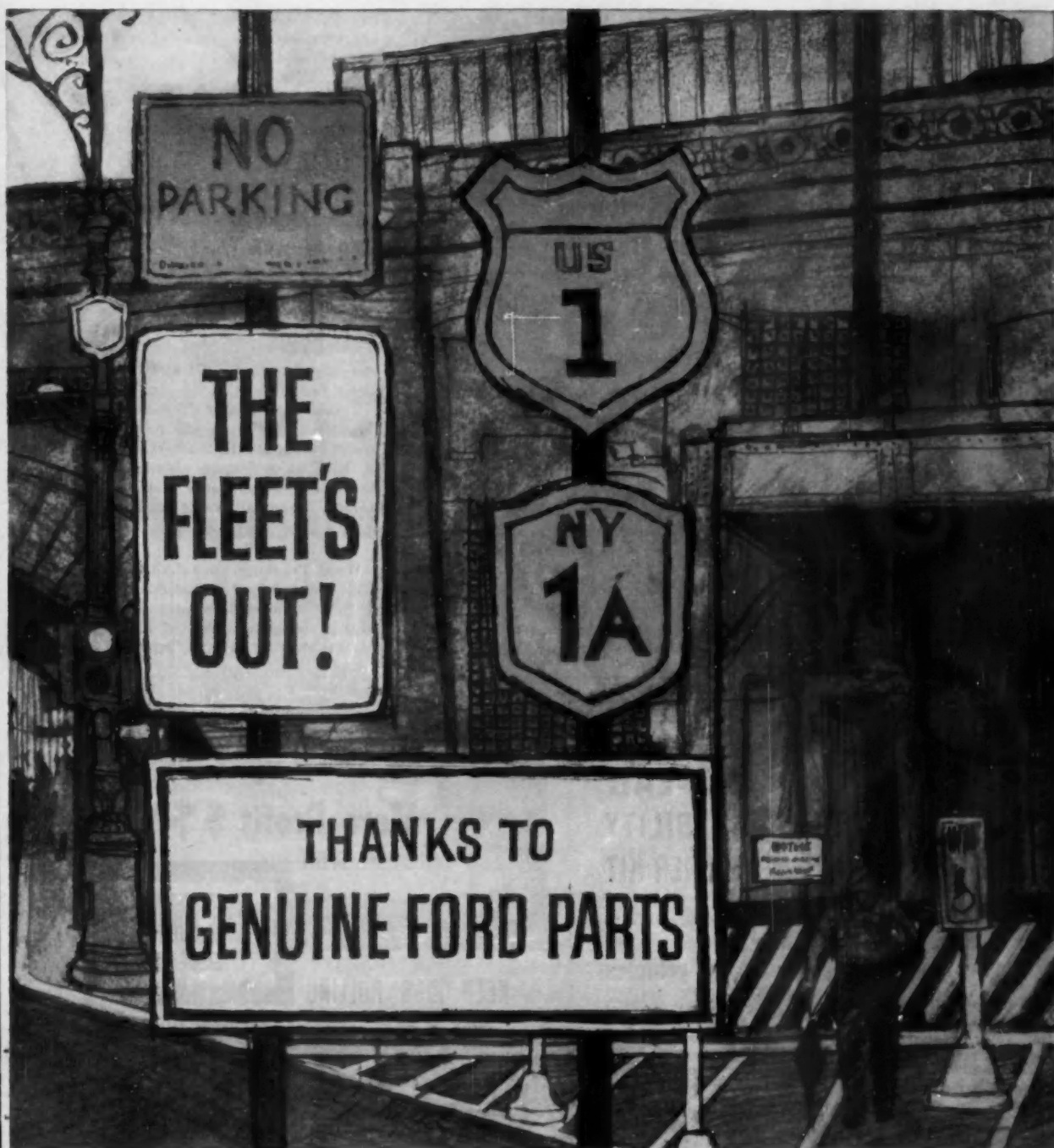
The best way to keep the profits rolling in is to keep your fleet rolling out *on time!* That's why experienced operators stick with the parts they know will do the job—Genuine Ford Parts.

Genuine Ford Parts are Super-Quality Parts built to the highest quality control standards in the industry.

They're built right . . . to fit right . . . to last longer.

They're Supermarket Priced, too, to save you money.

And because your Ford Dealer, like you, is in business to *stay*, he keeps a complete parts stock ready to serve you



at all times. In fact, Genuine Ford Parts and universal parts which your Ford Dealer stocks can fit 9 out of 10 units now on the road. Call him. It saves you time. And time means money in your pocket!

Keep your fleet on its feet with Genuine Ford Parts . . . they're waiting for you at your Ford Dealer's.



SUPER-QUALITY PARTS
SUPERMARKET PRICES
STOCKED IN DEPTH

FORD DIVISION, *Ford Motor Company*,

October News Roundup

Continued from Page 186

cent tests of 75 brands by Chrysler Corp. showed that 20 per cent failed to meet minimum S.A.E. standards. Chrysler notes that 26 states and the District of Columbia now permit the sales of only S.A.E. Type 70 R or "heavy-duty" type brake fluids. Five years ago, only eight states had such regulations.



New laws affecting fleet operation are summarized here for use as a guide only. Check the exact wording through your state truck or bus association, or your state's motor vehicle department, to see how the law

affects your operation. The number in parentheses is the legislative bill you can use to identify the law.

Massachusetts—Provides for rebate of vehicle registration fees when owner surrenders plates prior to July 1 (H866).



Diesel Oil Sales Co., Seattle, Wash., announced that 27 of its drivers received awards from General Insurance Co. of America for accident-free records of from one to 25 years.

Northwest Asphalt Co., Seattle, Wash., announced that 11 of its drivers were honored by General Insurance Co. of America for records of from one to nine years' safe driving.

Redisco, Inc., Little Rock, Ark., sales financing subsidiary of American Motors Co., received a plaque from the Arkansas Highway Dept. The en-

tire field sales staff of that branch has completed five years of safe, accident-free driving.



Cleveland Press and News, Cleveland, Ohio—a new White Model No. 3000T cab-forward, short-wheelbase tractor for short-hauling newsprint from warehouse to the newspaper's printing plant.

More details? Circle 400 on reply card

Texas Consolidated Transportation Co., Houston, Texas—20 new White Model No. 9064TDL tractors. The 90-in. BBC units feature aluminum and fiber-glass components for lighter weight, bigger allowable payloads.

More details? Circle 401 on reply card

Ward Trucking Corp., Altoona, Pa.—13 heavy-duty International trucks as part of a modernization and expansion program. Ten of the units (TURN TO PAGE 194, PLEASE)



KAY-LAB DISABILITY FLASHER KIT

Protects standing vehicles

NOW you can also use your turning signals to flash emergency warning lights simply by installing low-cost Kay-Lab Disability Flasher Kit. Lights flash front and rear simultaneously; kit meets latest ICC requirements. Kits come complete, can be installed in minutes. Control switch clamps on—no holes to drill. Two types—

Heavy-Duty for trucks, trailers, earthmoving rigs; includes famous vibration-proof Universal Flasher, flashes up to sixteen 32-cp bulbs simultaneously, 75 times per minute. 6 and 12-volt models.

Regular-Duty for passenger cars and taxis; flashes up to six 21-cp lights, 90-100 times per minute... includes Kay-Lab Stop-It Flasher widely used on fire and police vehicles. 6, 12 and 24-volt models.

Unconditionally guaranteed. Order from your truck dealer or jobber, or write us for folders and prices.



KAY-LAB FLASHERS

MANUFACTURED BY MACCHI & COMPANY
819 VALENCIA ST., SAN FRANCISCO 10, CALIF.

● More details? Circle 221 on reply card inside back cover



KEEP RIGS ROLLING

with KIM HOTSTART Electric Pre-Heater! — Engines are kept warm between runs, eliminating inside heated terminals. KIM provides instant cold weather starting; reduces service tie-ups and costly repairs. KIM plugs into an electric circuit; draws off cold water from engine; heats and circulates it through engine. Approved and used by all major engine manufacturers.

For your DIESEL
& GAS ENGINES

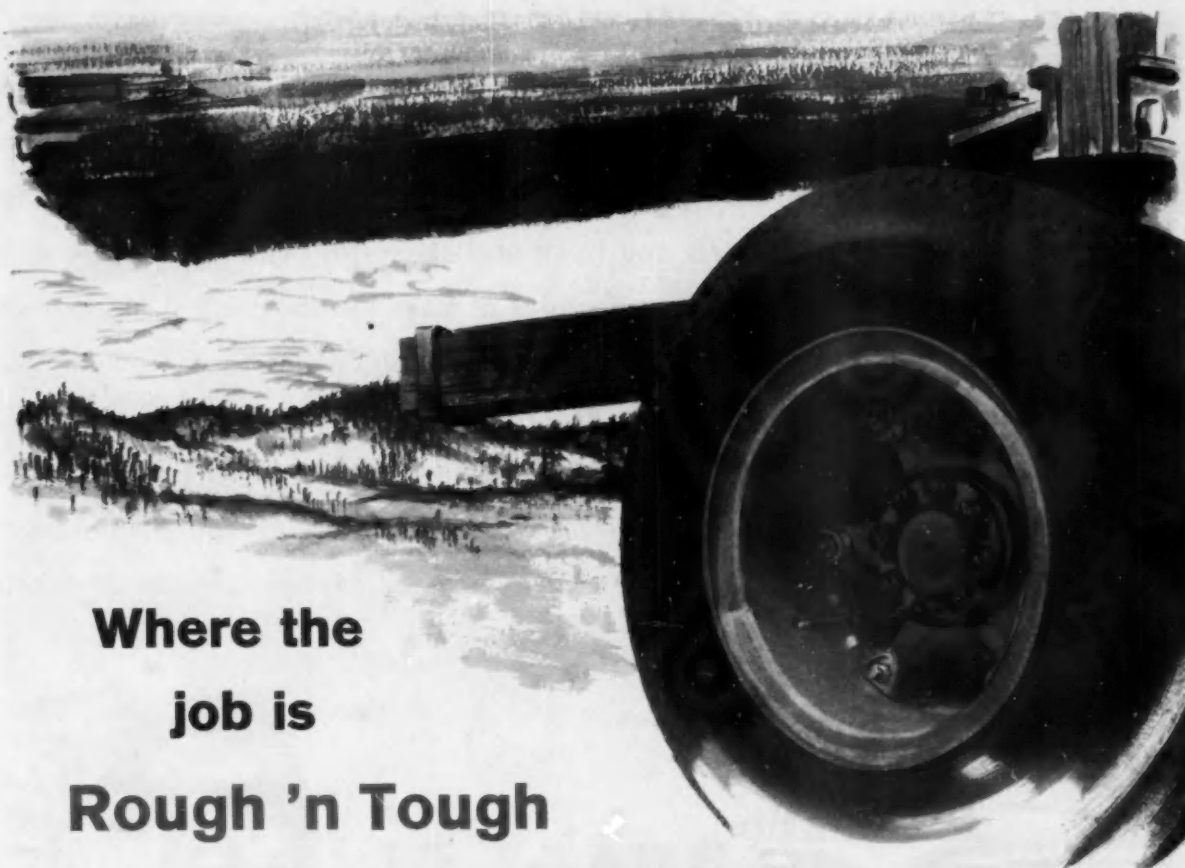


SEE YOUR DEALER
or write for
free literature

KIM HOTSTART Manufacturing Company

West 917 Broadway Avenue, Spokane 1, Washington

● More details? Circle 222 on reply card inside back cover



**Where the
job is
Rough 'n Tough
you'll find a DAYTON WHEEL**

NOW...



**DAYTON SUPER TUNGSTEN
IGNITION POINTS**

This long-life Ignition Point is now a member of the Dayton Steel family of famous products.

- Cuts tune-up costs . . .
- Improves performance . . .
- Increases gas mileage . . .
- 4 times normal point life!

For more data on this fleet-proved point, write Dayton Automotive Products Co., Box 12, Dayton 1, Ohio.

Let's look at some facts . . . The cost of operating mobile equipment today is high. No operator can afford too much lost operating time. You need rugged equipment that takes the beating of heavy loads, high speeds and long hard driving.

The wheels under your rig have to take that punishment. Low initial cost—repair free operation . . . safety . . . light weight . . . precision machined from fatigue-free metal . . . all are necessary in the wheels that protect the cargo you carry.

You'll find this combination only in a Dayton Cast Spoke Wheel—a wheel made from steel that has a tensile strength of 70,000 lbs. P.S.I.! That's the reason why you'll find them—almost exclusively—on equipment that carries the heaviest loads, under the most difficult conditions. Use Dayton Wheels on your equipment. They'll pay for themselves in short order.



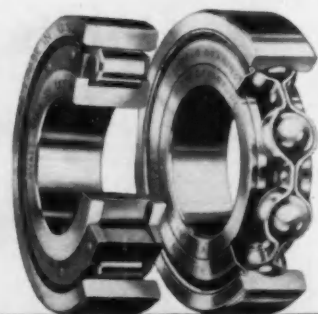
DAYTON WHEELS



by The Dayton Steel Foundry Co.—P. O. Box 1022, Dayton 1, Ohio

World's leading manufacturer of cast wheels and brake drums

YOUR BUSINESS IS IN THE BALANCE . . . and bearing failures can work against you. That's why it's important to specify New Departure ball bearings and Hyatt roller bearings for your fleet. They provide reliability, the kind of worry-free, trouble-free service that helps to cut cents-per-mile costs and assure on-time delivery. N/D and Hyatt are leaders in bearing research, and together are the world's largest manufacturer of bearings for original equipment and replacement use. Their experience has produced high quality, durable bearings which set standards for the industry. These bearings are readily available to you through United Motors Service and its strategically located bearings warehouses throughout the country. So when you replace bearings, be sure you get the best fast. Get New Departure and Hyatt from your United Motors Service supplier.



New Departure and Hyatt bearings are distributed nationally through . . . U-M-S

HYATT **NEW DEPARTURE**



15 YEARS ON THE SANTA FE TRAIL

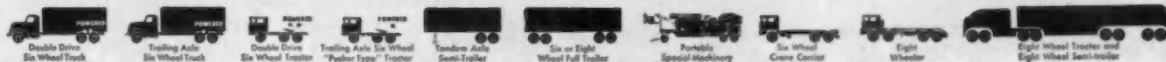
The Santa Fe Trail Transportation Company, Wichita, Kansas, uses Hendrickson Tandem Suspensions on 200 of its long-haul tractors. Serving over 400 communities throughout Arkansas, Colorado, Kansas, Missouri, Nebraska, New Mexico, Oklahoma and Texas, the 36-year-old company has been a satisfied Hendrickson user for over 15 years.

Only Hendrickson offers a choice of three proven springing media in one basic design. Only Hendrickson

offers the combination of four-point frame mounting and perfect axle alignment. Only Hendrickson offers inherent stability and the exclusive equalizing beam feature which reduces the effect of road irregularities 50%. And, only Hendrickson design offers reduced tire wear and elimination of maintenance.

More than two of every three 6-wheel trucks manufactured in 1959 were factory equipped with Hendrickson Tandem Suspensions.

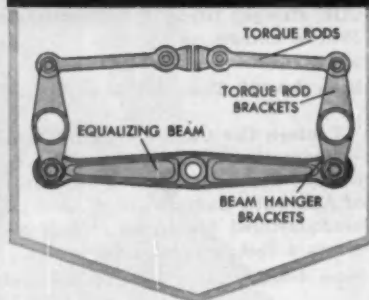
All Hendrickson Tandem Suspensions are interchangeable between trucks, tractors and trailers—and are also interchangeable between makes of axles. Parts inventories can be reduced! Fleet operators can specify the design best suited for each particular operation.



COMMERCIAL CAR JOURNAL, October, 1960

● More details? Circle 209 on reply card inside back cover

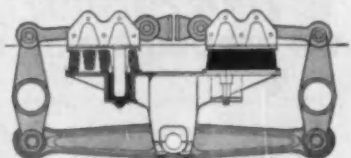
**STEEL, RUBBER
or AIR SPRINGS
in ONE BASIC
DESIGN!**



RT SERIES, steel springs

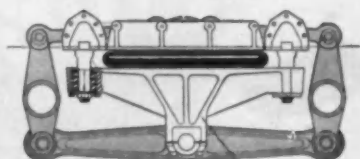


RS SERIES, rubber load cushions



Aluminum saddle standard on "RS" Series.

AR SERIES, air springs



Aluminum saddle and air reservoir, standard on "AR" Series.

Now! Heat treated lightweight forged steel or forged aluminum equalizing beams for all three series of Hendrickson Suspensions.



HENDRICKSON MFG. COMPANY
8001 WEST 47th STREET
LYONS (Chicago Suburb), ILLINOIS

October News Roundup

Continued from Page 190

are Model No. DCO-405 highway tractors with 180-hp diesel engines.

More details? Circle 402 on reply card

Three units are Model No. CO-190 COE straight trucks to accommodate 18-ft aluminum van bodies for city-pickup work.

More details? Circle 403 on reply card

Canteen Car Co., Newington, Conn.—International Metro-Mite multi-stop trucks. The company is a subsidiary of Automatic Canteen Co. of America, headquartered in Chicago, which operates a fleet totalling 2,800 trucks.

More details? Circle 404 on reply card

Piggyback Leasing Corp., Chicago—100 specially-designed and engineered 40-ft trailers from Highway Trailer Co., Edgerton, Wis.

More details? Circle 405 on reply card

Zuzich Truck Line, Inc., Kansas City, Mo.—10 new White Model No. 9062TP tractors. The 90-in.-BBC

units have 215-hp engines and pusher-tandem rear axles.

More details? Circle 406 on reply card

Dohrn Transfer Co., Rock Island, Ill.—37 diesel-powered International Model No. BC-225-D highway tractors. The fleet now totals 380 trucks.

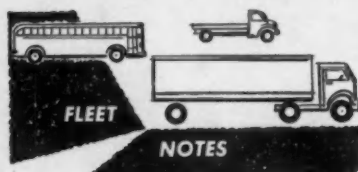
More details? Circle 407 on reply card

Tilo Roofing Co., Stratford, Conn.—International Model No. B-162 trucks with rack bodies on 153-in. wheelbases. The fleet now totals 139 trucks.

More details? Circle 408 on reply card

Peerless Laundry & Dry Cleaners, Tacoma, Wash.—six International Metro-Mites to replace panel models in the 32-truck fleet.

More details? Circle 409 on reply card



Consolidated Freightways, Motor Cargo Division, Akron, Ohio, an-

nounced that Gillis L. Kalb has been named to the position of safety director for all of the division's operations throughout the U. S.

Sea-Highways, Inc., Miami Fla., has recently begun a new International "roll-on, roll-off" trailership service between Florida and Central America.

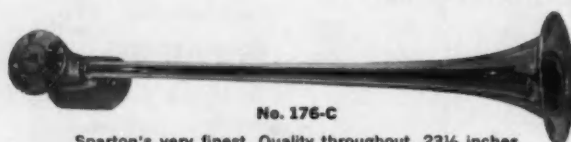
Lease Motor Vehicle Co., Pittsburgh, Pa., announced the recent purchase of outstanding stock of National B. A. Leasing Co., Pittsburgh. Lease Motor will operate the company as a wholly-owned subsidiary.

Airport Transport Inc., Washington, D. C., has been awarded the contract for ground transportation of passengers using the new Dulles International Airport. The jet terminal will be opened next summer at Chantilly, Va.

Ryder System, Inc., Miami, Fla., listed its common stock on the New York Stock Exchange in late September. The company reported that its profits and gross revenues reached new highs during the first half of this year.

New! from Sparton— THE STRONG SOUND IN TRUCKING!

Here are two new ways to brighten the looks of your trucks, lighten the load on your drivers. Sparton's new Powertone air horns give you more for your money. Long life . . . Beauty . . . Top quality. Convince yourself. See them and hear them.



No. 176-C

Sparton's very finest. Quality throughout. 23½ inches of gleaming beauty. A voice with authority.

No. 275-C

Dual air horn, brilliant chrome finish. Horizontal diaphragm, no dirt or dust. Here's shine with strength.



Other models available in silver finish. For complete details on Sparton's new line of Powertone air horns, write:

Sparton AUTOMOTIVE

Division of

SPARTON CORPORATION • Jackson, Michigan

● More details? Circle 225 on reply card inside back cover

PERFORMS WITH EASE!



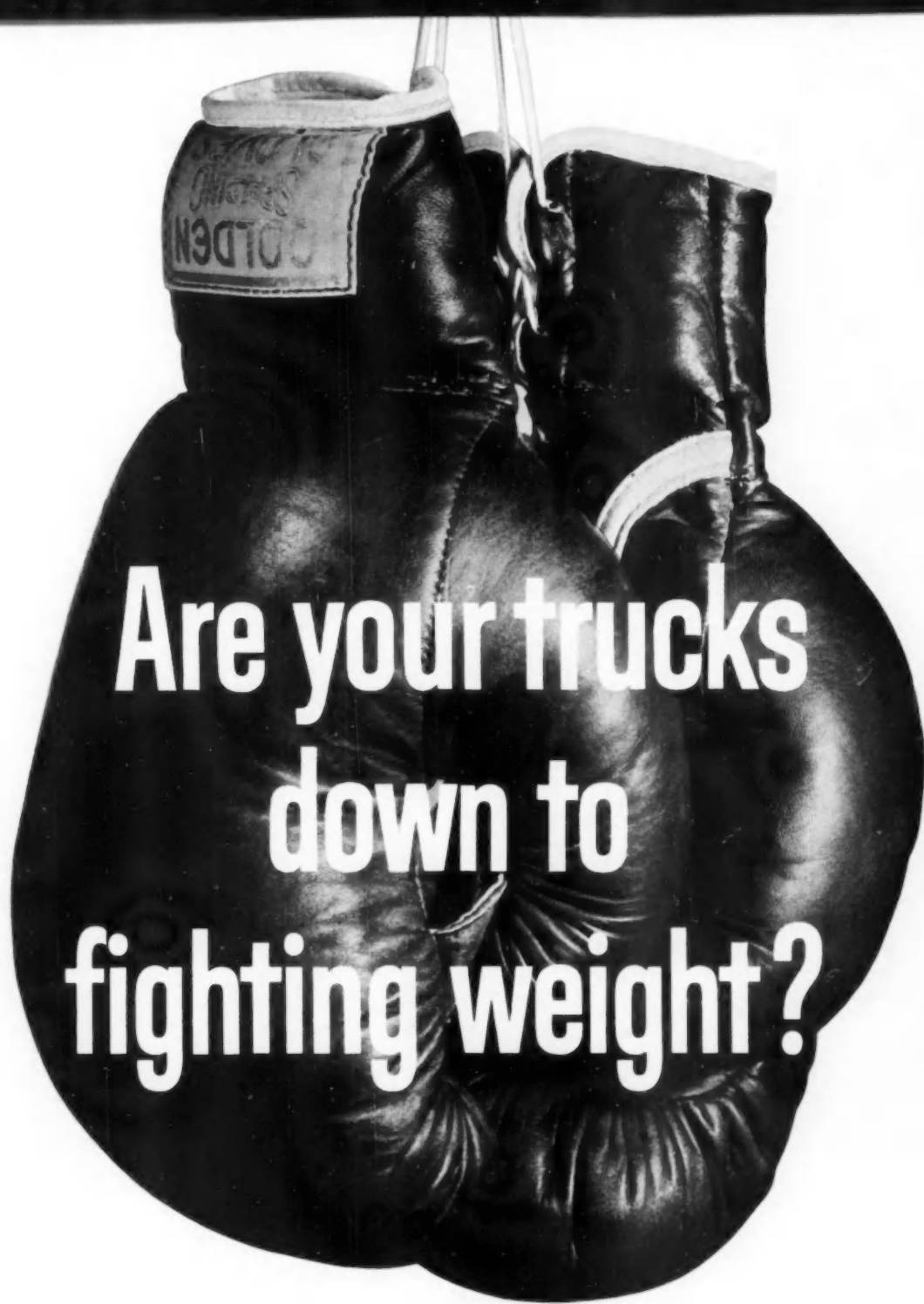
MONARCH power hydraulic controls
lift and lower snow plows automatically!

Be sure your equipment is equipped with Monarch units—makes snow removal jobs faster, easier, more economical. One man controls the plow right from the cab . . . instant up-and-down action with the flick of a wrist. A Monarch control can be quickly installed. See your dealer. Send for free folder today.



MONARCH ROAD MACHINERY COMPANY
1331 Michigan St., N.E. Grand Rapids 3, Michigan, U.S.A.

● More details? Circle 226 on reply card inside back cover



**Are your trucks
down to
fighting weight?**

**Here's how to get the competitive edge
that will help you win the big purses**

WHITE LEADS



For long runs with biggest payloads, WHITE 5400TD combines ultralight design with extra-compact, 50-inch fiberglass cab, hauls maximum trailer lengths in every state.

This trio of Whites represents a whole new concept in heavy-duty hauling! Powerful over-the-highway tractors that use every modern weight-reducing material—plus engineering imagination—to make more room for payload!

WHITE creative engineering cuts chassis weight with both aluminum and fiberglass everywhere it makes good engineering sense. Lets you haul maxi-

mum payloads—handle up to 80,000 pounds GCW fast and at lowest possible costs.

Your ultramodern, ultralight WHITE diesel tractors will be custom-engineered for *you*, to do *your* job better, last longer, stay newer—and give you a competitive edge in *your* business.

THE WHITE MOTOR COMPANY, CLEVELAND 1, OHIO
Branches, distributors, dealers in all principal cities

IN ULTRALIGHTS



For bulky, heavy cargos, WHITE 9000TDL is a light-weight, high-performance tractor with 90" bumper-to-back-of-cab dimension.

For high-density loads, the weight-saving WHITE 4400TDL adds 1100 lbs. to payload, is 102" from bumper to back of cab.

WHITE gives you a Competitive Edge because . . .

- Every WHITE is custom-engineered to the exact needs of the hauling job you want it to do.
- WHITE's leadership in advanced design and progressive innovations gives you the biggest payoff in both payload and performance.
- Your WHITE is a protected investment, built for

long, profitable life—with no artificial obsolescence.

■ WHITE's insistence on quality and craftsmanship pays off in low maintenance and operating costs, year after year.

■ Your WHITE is backed by a nationwide super-service network—specializing in heavy-duty trucks.

WORLD LEADER IN HEAVY DUTY TRUCKS



...60 YEARS OF LEADERSHIP

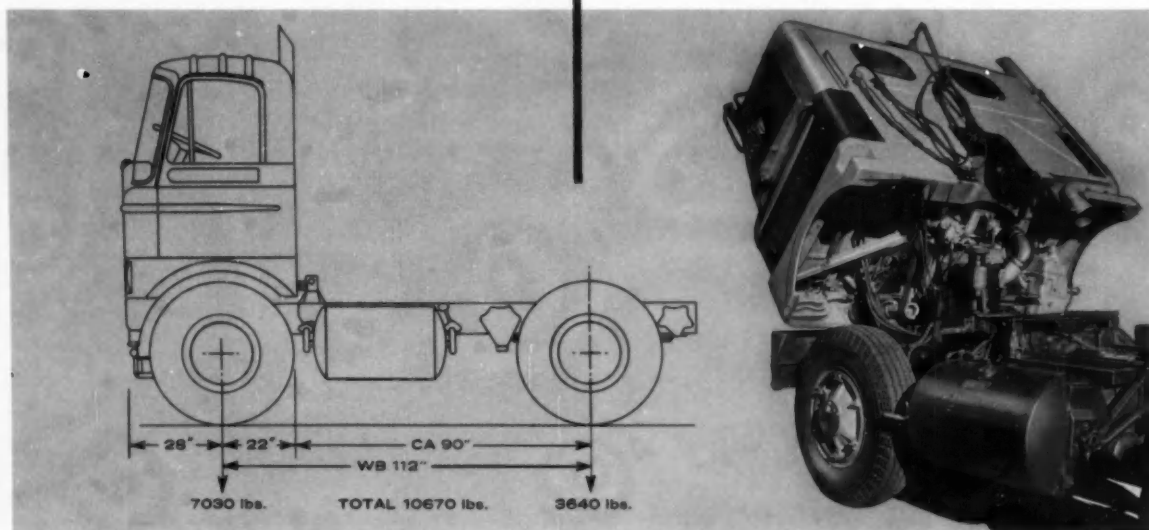
WHITE

More about **WHITE'S** **LIGHT-WEIGHT 5400TD**

You gain 800 more payload pounds. Significant developments in engineering concepts permit use of weight-saving aluminum in this rugged chassis with its revolutionary fiberglass power-tilt cab. And for maximum weight savings, optional air starting is available.

BETTER LOAD DISTRIBUTION. Engineering advances incorporated in the chassis design of this new WHITE tractor give ideal weight distribution. Puts 66% of the chassis weight on the front axle—providing improved load tolerance on the rear axle.

EASIEST TO MAINTAIN. The WHITE-developed power-tilt cab makes this the easiest of all heavy-duty trucks to maintain. Provides quick, full access to engine and chassis in seconds. Just turn key and cab tilts 45 degrees. Easy, trouble-free, automatic.



Greater driver comfort and safety. The "cleanest" cab ever designed. Greatest possible floor space, easy sitting and lots of leg room. Picture-window visibility, with the windshield curved around the corners to give 35% more window area. Driver sees more, drives with less fatigue . . . and molded fiberglass cab keeps him warmer in winter, cooler in summer, better protected all year around. Call your White representative today.

WORLD LEADER IN HEAVY DUTY TRUCKS  ...60 YEARS OF LEADERSHIP

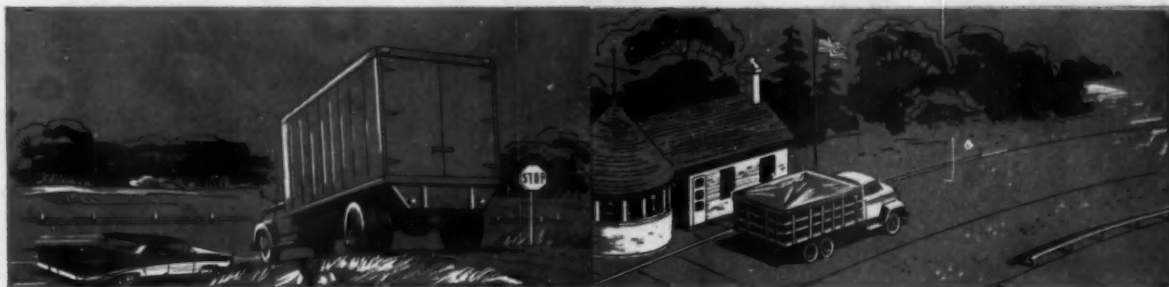
WHITE



LOWER PRICE WITH BENDIX HYDROVAC® POWER BRAKES

Vacuum is the most popular power brake type by a big margin—and, among vacuum power brakes, Bendix Hydrovac is specified more often than all other makes combined. One big reason why over 5½ million Hydrovac units have

been sold is that they save money. They cost less to buy . . . less to maintain. Any way you look at it, whether you build, buy, sell, or operate trucks, you'll find it pays to specify Bendix Hydrovac—the best in power braking.



PROTECTION—Hydrovac furnishes maximum dependability—with built-in safety standby of manual braking in case of power failure.

PAYLOADS—Hydrovac weighs considerably less, permitting up to several hundred pounds more payload—and thus adding to profit.

More Bendix Hydrovac vacuum power brakes are in use than all other makes

Bendix PRODUCTS DIVISION South Bend, IND.



← ● More details? Circle 227 on reply card inside back cover

● More details? Circle 228 on reply card inside back cover

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Current Truck Specifications

KEY TO DEFINITIONS

MAKE AND MODEL

Only Domestic Truck Models are listed.

OPTIONAL UNITS

For the express purpose of best fitting the truck to the individual job most of the models listed can be provided with optional engines, transmissions, axles, etc., and these models when so equipped are considered standard stock models.

RECOMMENDED GROSS VEHICLE WEIGHT FOR NORMAL SERVICE

The Gross Weights published here-with are those supplied by manufacturers as their Recommended Gross Vehicle Weights for Normal Operating Conditions, and are based upon the Maximum Authorized Tire Size listed. In actual practice the manu-

facturer may either increase or decrease the gross vehicle weight rating when either favorable or unfavorable operating conditions are involved. Since the proper performance of a motor truck depends upon many factors, including grades, road conditions, etc., the gross weights that a manufacturer is prepared to recommend will vary with particular conditions, and the manufacturer's own standard of safety factors. Specific recommendations, therefore, should be obtained from the manufacturer's representative.

CHASSIS WEIGHT

The chassis weight listed includes the weight of the minimum standard wheelbase chassis, with cowl, with standard tires, with standard equipment, with crankcase and cooling system full, and 5 gallons of fuel in the tank. It does not include the weight of the Cab. This applies to

C.O.E. as well as conventional chassis types. Exceptions are noted.

STANDARD TIRE SIZE

The standard tire size listed is that which is included in the Chassis List Price.

MAXIMUM AUTHORIZED TIRE SIZE

The tire size listed in this column is the maximum size recommended by the manufacturer of the chassis for the Gross Vehicle Weight for Normal Operating Conditions. It is furnished at extra cost, if it differs from the standard size. Dual rears are understood; exceptions noted.

MINIMUM STANDARD WHEELBASE

The minimum standard wheelbase is the so-called standard wheelbase on which the Chassis List Price is based.

MAXIMUM STANDARD WHEELBASE

The maximum standard wheelbase is the extreme end of the standard range of wheelbases offered by the chassis maker.

MAXIMUM BRAKE HP.

Maximum Brake Horsepower at Given R.P.M. is actual dynamometer reading without accessories.

GEAR RATIO RANGE

Gear Ratio Range in High—Ratios within the range given are available at no extra cost. Exceptions are noted.

TRACTORS

Unless given the designation (N)—meaning not available as a tractor—all standard models may be assumed to be available as tractors. Exclusively Tractor models are designated (T).

KEY TO ABBREVIATIONS

MAKES—ALL

Al—Allison Div., General Motors Corp.
B—Bendix.
BL—Brown-Lipe.
Bu or Bud—Buda.
BW—Bendix-Westinghouse.
C—Chevrolet.
Cl or Cla—Clark.
Con—Continental.
Cu or Cum—Cummins-Diesel.
Deu—Deuts Air Cooled Diesel engine.
Eat—Eaton.
F—Ford.
Fu—Fuller.

G-H—Goodyear-Hawley type.
GM—General Motors Corp., Detroit Diesel Engine Div.
H—Hotchkiss.
Her—Hercules.
HS—Hall-Scott.
Int.—International Harvester.
L—Lockheed.
LeR—LeRoi.
LH—Lockheed front.
Wagner "hi-Tork" rear.
LT—Lockheed type front.
Timken rear.
LW—Lockheed front.
Wisconsin rear.

M—Midland.
N.P.—New Process.
O or Ow—Own.
Op or Opt.—Optional.
Shu—Shuler.
Spl—Spicer.
T or Tim—Timken-Detroit Axle Co.
Tw—Timken-Detroit-Westinghouse.
TW—Timken-Detroit-Wisconsin.
Var—Variable.
WG—Warner Gear.
Wau—Waukesha.
W or Wis—Wisconsin.
WB—Wagner or Bendix.
WE—Wagner Electric.

Wg—Wagner "hi-Tork."
Ws—Westinghouse.
WW—Westinghouse or Wagner.

T—Torque Tube.
FT—Full-floating, tandem drive.
P—Planetary.

REAR AXLE

Final Drive and Type
B—Bevel.
CD—Chain Drive.
F—Full-floating.
H or Hy—Hypoid.
d—Dual range axle.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
¾—Three Quarters Floating.
½—Semi-Floating.

GEAR RATIOS

(**)—Only one ratio.
Drive and Torque
H—Hotchkiss (springs)
R—Radius Rods.
L—Parallel Torque Rods.
T—Torque Arm.

GOVERNOR STANDARD

Y—Yes.
N—No.

KEY TO REFERENCES

c.f.—Cab Forward design.
c.o.e.—Cab-Over-Engine design.
f.c.—Forward control chassis.
l.c.f.—Low cab forward design.
(B)—Diesel-engine equipped.
(T)—Designed for tractor use only.
(C)—Ford or Chevrolet Models.
(R)—Remanufactured Fords.
*—Denotes "Includes Cab" when used with weights or prices.

CHEVROLET

*—Overdrive available.
†—Powerglide available.
*—Heavy duty three speed available.
*—Posttraction axle available.
*—283 Super Turbo-Fire; 348 Turbo-Thrust; 348 Super Turbo-Thrust; 348 Turbo-Thrust Special or 348 Super Turbo-Thrust Special available.
*—348 Workmaster Special available.
*—Four speed close ratio available.
*—Turboglide available.
*—283 Trademaster available.
†—Heavy duty four speed available.
**—Five speed New Process available.

CHEVROLET, cont'd.

aa—Two speed rear axle available.
aa—283 Super Taskmaster available.
†—Clark 267V available.
††—Spicer three speed auxiliary available.
DIVCO
*—Front only; rear, 7.50/168.
†—Front only; rear, 7.50/208.
*—Front only; rear, 8.25/168.
*—Front only; rear, 7.50/20D.

DODGE

1—170 cu. in. 6-cyl. engine available.
2—251 cu. in. 6-cyl. full premium engine available.
3—361 cu. in. V-8 available (194 hp).
4—361 cu. in. V-8—204 hp available.
5—413 cu. in. V-8—217 hp available.
6—413 cu. in. V-8—228 hp available.
7—Cummins NH-195, NHE-180, NHE-195 available.
8—Cummins NHE-180 available.
9—Automatic and 4-speed available.

DODGE, cont'd.

10—Heavy duty 3-speed and automatic available.
11—Heavy duty 4-speed and 5-speed available.
12—Four-speed available.
13—Heavy duty 5-speed and short fourth available.
14—Heavy duty 4-speed, 5-speed and short fourth available.
15—Five-speed and short fourth available.
16—Short fourth, Clark 301-V and 308-V, and Fuller R-46 available.
17—Spicer 6352-B and Fuller R-46 available.
18—Clark 308-V, Spicer 6352-B and 6352-G, and Fuller R-46 available.
19—Spicer 6453-A, 8125 and Fuller R-96 available.
20—Clark 301-V and Fuller R-46 available.
21—Spicer 6352-B and Fuller R-46 available.
22—Fuller R-96 and Spicer 8125 available.
*—Other options available.

DUPLEX

†—Torque Divider, Timken T70-2 speed.

FABCO

*—With 2-speed transfer case.
**—With 3-speed auxiliary and 2-speed transfer case.

FORD

*—Other options available.

FWD

*—Models available with tilt cabs.

KENWORTH

††—Timken TK-500 PA Trailing Axle.
†—Both C.O.E. and cab beside engine optional.
**—And 8031.

MARMON-HERRINGTON

*—Cla 305V-1 with 477 engine and Cla 401V-2 with 534 engine.
*—PM477HD and EDN534 engines available.

OSHKOSH

†—14.00/30 front.

PETERBILT

*—No standard wheelbases. Shorter wheelbases than figures shown are often possible and vary with transmission, rear axles and fuel tanks.
1—Other options available.
2—Model 8041-8031G; also other options.

PETERBILT, Cont'd.

2—Available with 6x6 drive.
†—Available in full aluminum, light steel with aluminum, and all light weight steel.

REGO

†—Model OA-145 and OA-142 LPG engines can be furnished.
†—Two speed axle available.
†—Model OA-100 LPG or OA-130 engine can be furnished.
*—OH-160 LPG or OH-185 engine can be furnished.
*—Includes cab, fuel, oil, water.
*—Cummins HRFB, NH195, NH220, NTO, engines can be furnished.
*—Model OV-235 engine can be furnished.
†—OH-170, OA-142 LPG or OH-160 LPG or OH-185 engine can be furnished.
*—OA-145 or OA-142 LPG, OH-160 LPG or OH-185 engine can be furnished.
*—Rear only; front, 11.00/20.

WILLIS

*—Overdrive optional.

MAKE AND MODEL	WHEEL-BASE	Minimum Standard	Maximum Standard	Gross Vehicle Weight for Normal Service (See definition)	TIRE SIZES			ENGINE DETAILS					TRANSMISSION		REAR AXLE				
					Chassis Weight (See definition)	D-dual rear S-single rear		Make and Model	No. of Cylinders and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
						Standard Front and Rear	Maximum Authorized Tire Size (Dual or unless noted)												
Chevrolet	O-1170	119	4900	3740 8.00/14S	8.90/14S	O-Hi. Thrift.	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	3	Own ¹	H ¹	3.08-3.70			
	O-1270	119	4900	3760 8.00/14S	8.90/14S	O-Turbo-Fire*	6-3 1/2 x3 1/2	283	8.5	275	170-4200	Own ¹ **	3	Own ¹	H ¹	3.08-3.70			
	O-1180	119	4900	3680 8.00/14S	8.90/14S	O-Hi. Thrift.	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹	3	Own ¹	H ¹	3.08-3.70			
	O-1280	119	4900	3690 8.00/14S	8.90/14S	O-Turbo-Fire*	6-3 1/2 x3 1/2	283	8.5	275	170-4200	Own ¹ **	3	Own ¹	H ¹	3.08-3.70			
	OC-143	115	3200	3170 6.70/15S	7.17/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	3	Own ¹	HF	3.38-3.90			
	OC-153	127	5200	3230 6.70/15S	7.17/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	3	Own ¹	HF	3.38-3.90			
	(c.f.)	OP-232	104	7000	2740 7.17/15S	8.17/15S	O-Th. Mas. Sp.	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	3	Own ¹	HF	5.14		
	(c.f.)	OP-252	126	7000	2810 7.17/15S	8.17/15S	O-Th. Mas. Sp.	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	3	Own ¹	HF	5.14		
	(c.f.)	OP-262	137	7000	2840 7.17/15S	8.17/15S	O-Th. Mas. Sp.	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	3	Own ¹	HF	5.14		
	(c.f.)	OP-322	104	10000	2920 8.19/15S	8.19/15S	O-Th. Mas. Sp.	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OP-352	129	10000	3000 8.19/15S	8.19/15S	O-Th. Mas. Sp.	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OP-362	137	10000	3020 8.19/15S	8.19/15S	O-Th. Mas. Sp.	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-253	127	7500	3550 7.17/15S	8.17/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	3	Own ¹	HF	5.14		
	(c.f.)	OC-363	133	10000	3850 8.17/15S	8.17/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	3	Own ¹	HF	5.14		
	(c.f.)	OC-413	133	14000	4320 8.19/15S	8.19/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-433	157	14000	4480 8.19/15S	8.19/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-513	133	10000	5160 8.22/15S	8.22/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-523	145	10000	5210 8.22/15S	8.22/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-533	157	10000	5220 8.22/15S	8.22/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-543	145	10000	5260 8.22/15S	8.22/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-553	175	10000	5430 8.22/15S	8.22/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-563	175	10000	5460 8.22/15S	8.22/15S	O-Th. Mas. AA	6-3 1/2 x3 1/2	236	8.3	217	135-4000	Own ¹ **	4	Own ¹	HF	5.14		
	(c.f.)	OC-613	133	19500	5310 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OL-613	121	19500	5310 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OL-623	145	19500	5330 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OL-623	133	19500	5330 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-633	157	19500	5350 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-633	145	19500	5380 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-663	175	19500	5580 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-663	175	19500	5590 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5670 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
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	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S	10.22/15S	O-Job Mas.	6-3 1/2 x3 1/2	261	8.0	235	150-4000	Own ¹ **	4	Own ¹	HF	7.20		
	(c.f.)	OC-683	197	19500	5770 8.22/15S														

CURRENT TRUCK SPECIFICATIONS

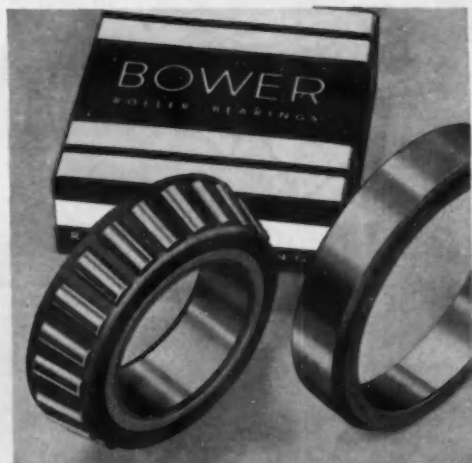
Continued from page 201

MAKE AND MODEL	WHEEL-BASE		Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES		ENGINE DETAILS					TRANSMISSION		REAR AXLE				
	Minimum Standard	Maximum Standard			D-dual rear 9-single rear		Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
					Standard Front and Rear	Maximum Authorized Tire Size (Duals unless noted)												
Dodge—Cont'd.																		
42	130		7000	3370	7.50/16S		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		L150	H		5.57-6.16	
52	117 1/2		7000	3281	7.50/16S		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		L150	H		5.57-6.16	
41	130		18500	4307	7.00/20		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		L160	H		5.57-6.16	
31	117 1/2		18500	4277	7.00/20		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		L160	H		5.57-6.16	
71	153 1/2		18500	4386	7.50/20		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 160	H		5.57-6.16	
72	162 1/2		10000	4059	7.00/17		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 150	H		5.57-6.16	
57	117 1/2		7000	3962	7.00/17		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T87		Spl 60	H		5.57-6.16	
43	130		18500		7.00/20		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 160	H		5.57-6.16	
44	130		7000		7.50/16S		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 150	H		5.57-6.16	
45	130		8800		8.25/16S		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 150	H		5.57-6.16	
53	117 1/2		18500		7.00/20		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 160	H		5.57-6.16	
54	117 1/2		7000		7.50/16S		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 150	H		5.57-6.16	
65	117 1/2		8800		7.50/16S		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 150	H		5.57-6.16	
66	117 1/2		7000		7/17.5S		Con G4193	4-35-244	193	7.1	172	80-3500 WG T87		Spl 60	H		5.57-6.16	
73	153 1/2		18500		7.00/20		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 160	H		5.57-6.16	
74	153 1/2		10000		7.00/17		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 150	H		5.57-6.16	
75	153 1/2		13000		7.50/17		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 160	H		5.57-6.16	
76	153 1/2		13000		7.50/17		Own Super 6	6-31-244	253	7.5	220	102-3400 WG T98		Int 160	H		5.57-6.16	
Dodge																		
Rs-D100	114	122	5100	2430	6.70/15S	6.50/16S	Own	6-3-40x1.3	226	8.2	215	140-3800 Own A745 ⁵	3	Own RA38	Hy	H	3.58-4.58	
Rs-D100	114	122	5100	2570	6.70/15S	6.50/16S	Own	6-3-40x1.3	226	8.2	215	140-3800 Own A745 ⁵	3	Own RA38	Hy	H	3.58-4.58	
Rs-D200	122	122	5100	2740	6.50/16S	8/19.5S	Own	6-3-40x1.3	226	8.2	215	140-3800 Own A745 ⁵	3	Spl 60	Hy	H	4.10-4.88	
Rs-D200	122	122	5100	2880	6.50/16S	8/19.5S	Own	6-3-40x1.3	226	8.2	215	140-3800 Own A745 ⁵	3	Spl 60	Hy	H	4.10-4.88	
Rs-D300	133	133	10000	3085	6.17/55	8/18.5	Own	6-3-40x1.3	226	8.2	215	140-3800 NP 420 ¹⁰	4	Spl 70	Hy	H	4.88-5.87	
Rs-D300	133	133	10000	3225	6.17/55	8/18.5	Own	6-3-40x1.3	226	8.2	215	140-3800 NP 420 ¹⁰	4	Spl 70	Hy	H	4.88-5.87	
Rs-D400	133	133	15000	4020	7/22.5	8.25/20	Own	6-3-44x1.5	251	7.1	216	125-3800 NP 420 ¹¹	4	Own RA115 ⁵	Hy	H	5.63-6.83	
Rs-D400	133	133	15000	4130	7/22.5	8.25/20	Own	6-3-44x1.5	251	7.1	216	125-3800 NP 420 ¹¹	4	Own RA115 ⁵	Hy	H	5.63-6.83	
Rs-D500	133	133	18500	4335	8/22.5	9.00/20	Own	6-3-44x1.5	251	7.1	216	125-3800 NP 420 ¹¹	4	Tim F147 ⁵	Hy	H	6.20-6.80	
Rs-D500	133	133	18500	4445	8/22.5	9.00/20	Own	6-3-44x1.5	251	7.1	216	125-3800 NP 420 ¹¹	4	Tim F147 ⁵	Hy	H	6.20-6.80	
Rs-D600	133	133	22000	5005	8.25/20	9.00/20	Own	6-3-44x1.5	251	7.1	216	125-3800 NP 420 ¹¹	4	Eat 1614 ⁵	Hy	H	6.50-7.17	
Rs-D700	133	133	25000	5275	8.25/20	10.00/20	Own	6-4-12x3.36	361	7.5	310	184-3800 NP 540 ¹³	5	Tim H141 ⁵	Hy	H	6.50-7.17	
Rs-C500	121	181	19500	4505	8/22.5	9.00/20	Own	6-3-41x3.31	318	6.3	288	202-3800 NP 420 ¹¹	4	Tim F147 ⁵	Hy	H	6.20-6.80	
Rs-C600	121	181	22000	4610	8.25/20	9.00/20	Own	6-4-12x3.36	361	7.5	281	178-3800 NP 433 ¹⁵	4	Eat 1614 ⁵	Hy	H	6.50-7.17	
Rs-C700	122	200	25000	4840	8.25/20	10.00/20	Own	6-4-12x3.36	361	7.5	310	184-3800 NP 540 ¹³	5	Tim H141 ⁵	Hy	H	6.50-7.17	
Rs-C800	122	200	28000	4920	8/22.5	11.00/20	Own	6-4-12x3.36	361	7.5	335	204-3800 NP 541 ¹⁶	5	Eat 1790 ⁵	S	H	6.50-7.17	
Rs-C900	122	200	30000	4980	8/22.5	11.00/20	Own	6-4-18x3.75	413	7.5	373	217-3800 Cla 301V17	5	Tim Q2140 ⁵	S	H	6.50-7.17	
Rs-C1000	122	212	32000	5270	10.00/20	11.00/22	Own	6-4-18x3.75	413	7.5	400	225-3800 Cla 301V17	5	Tim R140 ⁵	S	H	6.50-7.17	
(D) Rs-KC800	134	182	27000	5890	8.00/20	10.00/20	Cum	6-4-43x5.00	464	14.5	406	175-2500 Cla 301V17	5	Eat 1790 ⁵	S	H	6.50-7.17	
(D) Rs-KC900	134	182	29000	6100	10.00/20	11.00/20	Cum	6-4-43x5.00	464	14.5	406	175-2500 Cla 301V17	5	Eat 1790 ⁵	S	H	6.50-7.17	
(D) Rs-KC900	134	182	29000	6100	10.00/20	11.00/20	Cum	6-4-43x5.00	464	14.5	406	175-2500 Cla 301V17	5	Eat 1790 ⁵	S	H	6.50-7.17	
(D) Rs-KC1000	134	182	30000	6135	10.00/20	11.00/22	Cum	6-4-12x6.00	743	15.5	605	220-2100 Spl 6452A ¹⁸	5	Tim R140 ⁵	Hy	H	6.50-7.17	
(F.c.) Rs-P200	104	122	7500	2315	6.50/16S	8.19/55	Own	6-3-40x1.3	226	8.2	215	140-3800 Own A745 ⁵	3	Spl 60	Hy	H	4.10-4.88	
(F.c.) Rs-P300	104	137	10000	2700	7/17.5S	7/17.5	Own	6-3-40x1.3	226	8.2	215	140-3800 WG T87E ⁹	3	Spl 70	Hy	H	4.88-5.87	
(F.c.) Rs-P400	137	154	15000	3465	6/18.5S	7.50/20	Own	6-3-44x1.5	251	7.1	216	125-3800 WG T87E ⁹	3	Own RA 115	Hy	H	5.63-6.83	
(S.c) Rs-S400	157	157	18500	4225	7/22.5	8.25/20	Own	6-3-44x1.5	251	7.1	216	125-3800 NP 420 ¹¹	4	Own RA115 ⁵	Hy	H	5.63-6.83	
(S.c) Rs-S400	157	157	18500	4335	7/22.5	8.25/20	Own	6-3-44x1.5	251	7.1	216	125-3800 NP 420 ¹¹	4	Own RA115 ⁵	Hy	H	5.63-6.83	
(S.c) Rs-S500	197	240	20000	4505	8/22.5	9.00/20	Own	6-3-44x1.5	251	7.1	216	125-3800 NP 420 ¹¹	4	Tim F-147 ⁵	Hy	H	6.20-6.80	
(S.c) Rs-S500	197	240	20000	4615	8/22.5	9.00/20	Own	6-3-41x3.31	318	6.3	288	202-3800 NP 420 ¹¹	4	Tim F147 ⁵	Hy	H	6.20-6.80	
(S.c) Rs-S600	240	256	22000	5890	8.25/20	9.00/20	Own	6-3-41x3.31	318	6.3	288	202-3800 NP 420 ¹¹	4	Eat 1614 ⁵	Hy	H	6.50-7.17	
Duplex																		
T-308	136	220	23000	6600	8.25/20	9.00/20	Int B0308	6-3-41x3.31	308	6.5	273	145-3800 Fu 58330	5	Tim H140	B	H	6.50-7.17	
R-427	136	220	30000	8820	8.00/20	11.00/20	Con B6427	6-4-12x3.36	427	6.5	325	141-2340 Fu 5A43	5	Tim Q2340	Fd	R	6.42-6.38	
R-450	136	220	30000	8850	8.00/20	11.00/20	Int RD450	6-4-12x3.36	450	6.5	338	182-3000 Fu 5A43	5	Tim Q2340	Fd	R	6.42-6.38	
K-501	148	220	34000	10500	11.00/20	12.00/20	Int RD501	6-4-12x3.36	501	6.5	444	212-3000 Fu 5A620	5	Tim U200	2F	R	6.50-7.17	
L-6002	148	220	37000	11650	11.00/20	12.00/20	Con R6602	6-4-12x3.36	602	6.1	468	200-2600 Fu 5C650	5	Tim U200	2F	R	6.50-7.17	
LC-600	148	220	37000	12900	11.00/20	12.00/20	Cum HRB600	6-5-15x5	743	16.0	540	165-1800 Fu 5C650	5	Tim U200	2F	R	6.50-7.17	
Ford																		
Seal Del.	109	109	3421		6.50/13.4	6.50/13.4	Own EEN	6-3-50x2.50	144	6.7	134	85-4200 Own	3	Own	H	H	3.50 ⁵	
Ranchero	109	109	3421		6.50/13.4	6.50/13.4	Own EEN	6-3-50x2.50	144	6.7	134	85-4200 Own	3	Own	H	H	3.50 ⁵	
Pick-Up	90	90	4100		6.50/13.4	7.00/13.6	Own EEN	6-3-50x2.50	144	6.7	134	85-4200 Own	3	Own	H	H	3.50 ⁵	
Van	90	90	4100		6.50/13.4	7.00/13.6	Own EEN	6-3-50x2.50	144	6.7	134	85-4200 Own	3	Own	H	H	3.50 ⁵	
Bus	90	90	4100		6.50/13.4	7.00/13.6	Own EEN	6-3-50x2.50	144	6.7	134	85-4200 Own	3	Own	H	H	3.50 ⁵	
F-100	114	122	8000	2380	6.70/15S	7/17.5S	Own EBR*	6-3-62x3.00	223	6.4	200	135-4000 Own	3	Own 3300*	H	H	3.70 ⁵	
F-250	122	122	7400	2620	6.50/16S	8/19.5S	Own EBR*	6-3-62x3.00	223	6.4	200	135-4000 Own	3	Spl 60*	HF	H	4.88-5.87	
F-350	132	132	9800	3015	8/17.5S	8/17.5	Own EBS*	6-3-62x3.00	223	6.4	200	135-4000 WG T98A*	4	Tim B-140	HF	H	5.14 ⁵	
F-350	132	132	9800	3015	8/17.5S	8/17.5	Own EBS*	6-3-62x3.00	223	6.4	200	135-4000 WG T98A*						

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Spher-O-Honed tapered and "two-lip" straight roller bearings run with less friction and wear . . . keep maintenance cost down

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Bower builds in this long-life quality on every roller bearing they make. Exclusive Spher-O-Honed design in the tapered roller bearings provides contour ground rollers, large oil grooves for improved lubrication and super-finished raceways. Bower "two-lip" construction in the straight roller bearings provides greater rigidity and improved roller alignment. All of these finer features team up to make Bower your best value for all replacements.

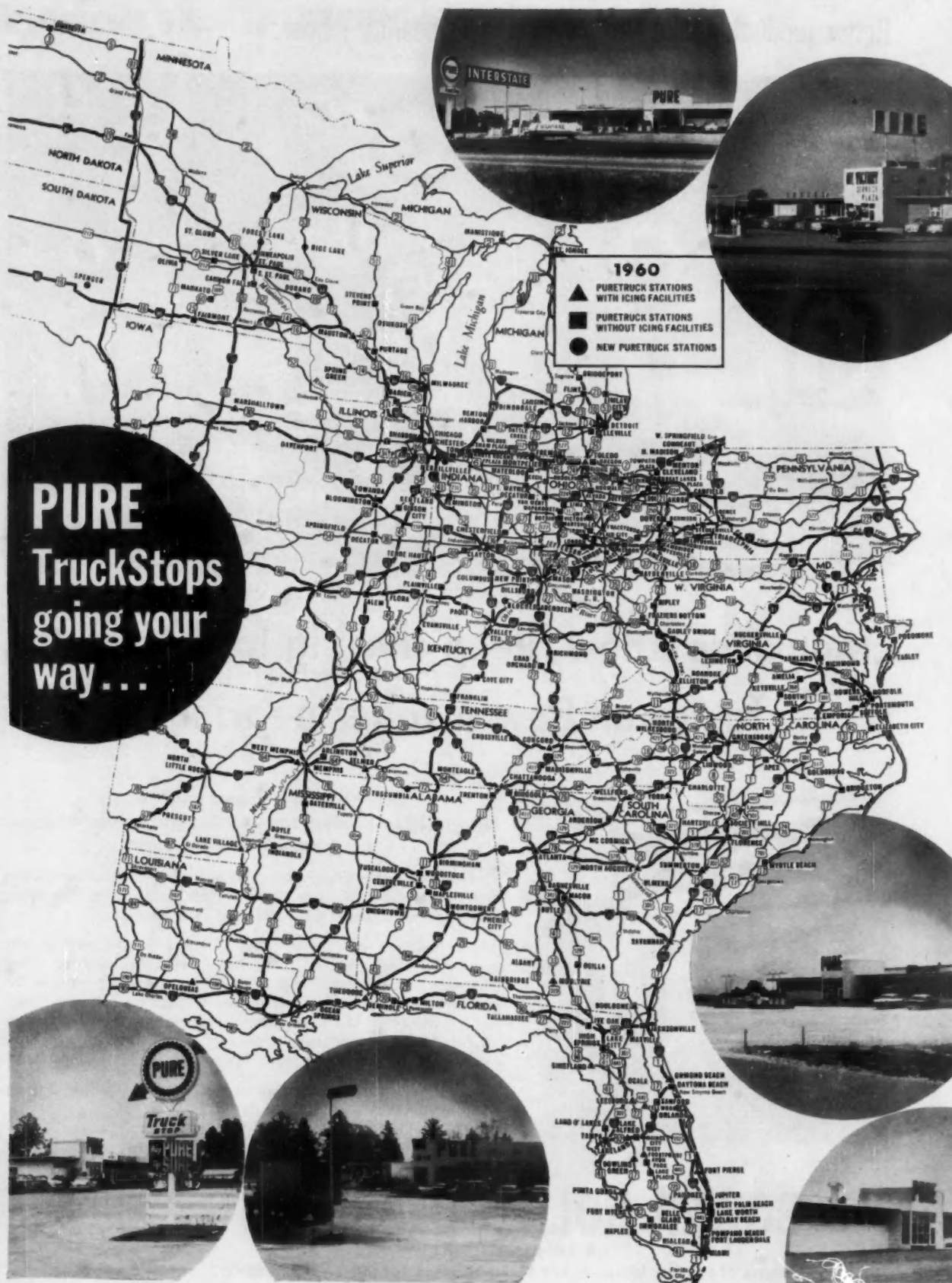
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CURRENT TRUCK SPECIFICATIONS

Continued from page 202

MAKE AND MODEL	WHEEL-BASE		Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES		ENGINE DETAILS					TRANSMISSION		REAR AXLE				
	Minimum Standard	Maximum Standard			D-dual rear S-single rear		Make and Model	No. of Cylinders, Stroke and Bore	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
					Standard Front and Rear	Maximum Authorized Tire Size (Dish unless noted)												
Ford—Cont'd																		
(Tan.) T-650	146	212	43000*	*10490	10/22.5D	12/22.5	Own EDL*	8-4.12x3.75	401	7.5	343	226-3800	Spl 5652*	8	Ext 30DS*	SF	H	7.17*
(Tan.) T-650	158	212	46000*	*11335	11/22.5D	12/22.5	Own EDL*	8-4.12x3.75	401	7.5	343	226-3800	Spl 5652*	8	Ext 30DS*	SF	H	8.38*
(Sc.Bus.) B-500	156	196	15000	4010	7/22.5D	9/22.5	Own EBS*	6-3.82x3.60	223	6.4	200	135-4000	WG T98A*	4	Tim C-100*	HF	H	6.20*
(Sc.Bus.) B-600	199	222	17000*	4755	8/22.5D	10/22.5	Own EBS*	6-3.82x3.60	223	6.4	200	135-4000	WG T98A*	4	Tim F-108*	HF	H	** -6.80
(Sc.Bus.) B-700	242	260	21000*	8275	9/22.5D	11/22.5	Own EEJ*	6-3.78x3.30	292	8.0	270	160-4000	WG T98A*	4	Tim F-108*	HF	H	** -7.20
(Sc.Bus.) B-750	242	260	22000	5695	9/22.5D	11/22.5	Own ECT	6-3.80x3.68	332	7.5	307	200-3800	Cla 250V*	5	Ext 1614*	HF	H	** -7.17
P-360	104	122	8000	2360	9/17.5S	9/19.5S	Own EBT*	6-3.82x3.60	223	6.4	200	135-4000	Own*	3	Spl 60*	HF	H	4.85*
P-400	137	137	10000	2590	9/17.5S	9/19.5S	Own EBT*	6-3.82x3.60	223	6.4	200	135-4000	WG T98C*	3	Spl B-140	HF	H	5.14*
P-500	137	154	15000	3270	9/19.5S	9/22.5	Own EBT*	6-3.82x3.60	223	6.4	200	135-4000	WG T97E*	3	Tim C-100*	HF	H	6.20*
Kenworth (D)																		
(D) .9903	.....	.....	33000	10750	10.00/20	11.00/22	Cum JTB	8-4.1x5	401	16.0	350	180-2400	SA65A**	15	Tim R200	H2F	H	.....
(D) .9908	.....	.....	43000	12700	10.00/20	11.00/22	Cum JTB	8-4.1x5	401	16.0	350	180-2400	SA65A**	15	Tim R200+	H2F	H	.....
(D) .9909	.....	.....	47000	12785	10.00/20	11.00/22	Cum JTB	8-4.1x5	401	16.0	350	180-2400	SA65A**	15	Tim SQHD	WF	H	.....
(D) .9921	153 1/4	255	33000	11800	10.00/20	11.00/22	Cum NH220	6-5x6	743	16.0	535	220-2100	8241**	15	Tim R200	H2F	H	5.91-9.70
(D) .9925	153 1/4	255	33000	10500	10.00/20	11.00/22	H.S. 590GV3	6-5x6	590	6.8	490	232-2800	Fu 5C72**	15	Tim R200	H2F	H	5.91-9.70
(D) .9922	191	258	43000	13860	10.00/20	11.00/22	Cum NH220	6-5x6	743	16.0	535	220-2100	8241**	15	Tim R200+	2F	H	5.91-9.70
(D) .9923	190	255	47000	13865	10.00/20	11.00/22	Cum NH220	6-5x6	743	16.0	535	220-2100	8241**	15	Tim SQHD	WF	L	5.67-8.20
(D) .9924	190	255	51000	16200	10.00/20	11.00/22	Cum NH220	6-5x6	743	16.0	535	220-2100	8241**	15	Tim SW456	WF	L	4.72-8.20
(D) .L224	190	255	60000	16400	10.00/22	11.00/24	Cum NH220	6-5x6	743	16.0	535	220-2100	8241**	15	Tim SRD	B2F	L	5.78-9.11
(D) .9925	190	255	46000	13830	10.00/20	11.00/22	Cum NH220	6-5x6	743	16.0	535	220-2100	8241**	15	Tim SQHD	WF	H	5.91-9.70
(D) .9928	190	258	42000	12500	10.00/20	11.00/22	H.S. 590GV3	6-5x6	590	6.8	490	232-2800	Fu 5C72**	15	Tim R200	H2F	H	5.91-9.70
(D) .9929	190	258	47000	12565	10.00/20	11.00/22	H.S. 590GV3	6-5x6	590	6.8	490	232-2800	Fu 5C72**	15	Tim SQHD	WF	L	5.67-8.20
(D) .952	178	.....	84000	22500	13.00/24	13.00/24	Cum NH220	6-5x6	743	16.0	535	220-2100	8241**	15	Tim SFD4640	B2F	L	8.07-11.5
(D) .846	210 1/4	234	65000	21411	12.00/24	14.00/24	Cum NH220	6-5x6	743	16.0	535	200-2100	8241**	15	Tim SFD4640	B2F	L	8.07-11.5
(D) .949	210 1/4	234	65000	22900	12.00/24	14.00/24	Cum NH220	6-5x6	743	16.0	535	200-2100	8241**	15	Tim SFD4640	B2F	L	8.07-11.5
Marmont-Herr.																		
(Bus Chassis) .4C	178 1/4	.....	24000	7900	9.00/20D	10.00/20	Ford ECT*	8-3.1x3.31	332	7.6	328	212-3800	Cla 265 V-11*	5	.....	HF	H	6.8 -7.2
(Bus Chassis) .6C	205 1/4	.....	24000	7965	9.00/20D	10.00/20	Ford ECT*	8-3.1x3.31	332	7.6	328	212-3800	Cla 265 V-11*	5	.....	HF	H	6.8 -7.2
(Bus Chassis) .5C	233 1/4	.....	24000	8030	9.00/20D	10.00/20	Ford ECT*	8-3.1x3.31	332	7.6	328	212-3800	Cla 265 V-11*	5	.....	HF	H	6.8 -7.2
Peterbilt (D)																		
(D) .2611	165*	Opt	33000	*10900	Opt	11.00/22	Cum NH220B1	8-5x6	743	15.5	605	220-2100	Spicer*	12	Tim R230†	H2F	H	4.41-7.03
(D) .2821	165*	Opt	33000	*10900	Opt	11.00/22	Cum NH220B1	8-5x6	743	15.5	605	220-2100	Spicer*	12	Tim R230†	H2F	H	4.41-7.03
Reo																		
C-200	125	185	18500	*5355	8/22.5	10/22.5	Own OA110†	6-3x4x4	255	6.7	194	110-3400	WG T98A	4	Tim F145+	HF	H	6.2 -7.2
C-201	125	185	18500	*5355	9/22.5	10/22.5	Own OA110†	6-3x4x4	255	6.7	194	110-3400	WG T98A	4	Tim F145+	HF	H	6.2 -7.2
C-202	128	185	20500	*5575	8/22.5	10/22.5	Own OA110†	6-3x4x4	255	6.7	194	110-3400	WG T98A	4	Tim F145+	HF	H	6.2 -7.2
C-203	125	185	18500	*5215	8/22.5	10/22.5	Own OA110†	6-3x4x4	255	6.7	194	110-3400	WG T98A	4	Tim F345	HFd	H	6.13-8.98
C-300	130	185	22000	*5295	10/22.5	11/22.5	Own OA130A	6-3x4x4	292	6.9	230	130-3300	Cla 250V	5	Tim H140+	HF	H	** -6.16
C-301	130	185	23000	*5295	10/22.5	11/22.5	Own OA130A	6-3x4x4	292	6.9	230	130-3300	Cla 250V	5	Tim H140+	HF	H	6.16-7.2
C-302	130	185	23000	*5330	10/22.5	11/22.5	Own OA130A	6-3x4x4	292	6.9	230	130-3300	Cla 250V	5	Tim H140+	HF	H	6.16-7.2
C-303	130	185	22000	*7095	10/22.5	11/22.5	Own OA130A	6-3x4x4	292	6.9	230	130-3300	Cla 250V	5	Tim H340	HFd	H	6.16-8.22
DF-300	99	.....	23000	*6840	9.00/20	10.00/20	Own OA145A	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim H140+	HF	H	6.16-7.2
DF-301	99	.....	24000	*6840	9.00/20	10.00/20	Own OA145A	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim H140+	HF	H	6.16-7.2
DF-302	99	.....	24000	*6830	9.00/20	10.00/20	Own OA145A	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim H140+	HF	H	6.16-7.2
DF-303	99	.....	23000	*7735	9.00/20	10.00/20	Own OA145A	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim H340	HFd	H	6.16-8.22
D-303	134	.....	22000	.....	10/22.5	10.00/20	Own OA130A	6-3x4x4	292	6.9	230	130-3300	Cla 250V	5	Tim H340	HFd	H	6.16-7.20
C-400	130	185	23500	*6890	10/22.5	11/24.5	Own OA145†	6-4x4x4	331	6.7	270	145-3200	Cla 250V	5	Tim L140+	HF	H	6.16-7.2
C-401	130	185	25500	*6890	10/22.5	11/24.5	Own OA145†	6-4x4x4	331	6.7	270	145-3200	Cla 250V	5	Tim L140+	HF	H	6.16-7.2
C-402	130	185	26000	*6890	10/22.5	11/24.5	Own OA145†	6-4x4x4	331	6.7	270	145-3200	Cla 250V	5	Tim L140+	HF	H	6.16-7.2
C-403	130	185	23500	*7515	10/22.5	11/24.5	Own OA145†	6-4x4x4	331	6.7	270	145-3200	Cla 250V	5	Tim L340	HFd	H	5.99-8.73
DF-400	99	.....	2500	*6815	9.00/20	10.00/22	Own OA145†	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim L140+	HF	H	6.16-7.2
DF-401	99	.....	26000	*6815	9.00/20	10.00/22	Own OA-145†	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim L140+	HF	H	6.16-7.2
DF-402	99	.....	26000	*6895	9.00/20	10.00/22	Own OA145†	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim L140+	HF	H	6.16-7.2
DF-403	99	.....	25000	*7955	9.00/20	10.00/22	Own OA145†	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim L340	HFd	H	5.99-8.73
D-403	134	.....	23500	.....	10/22.5	10.00/22	Own OA145†	6-4x4x4	331	6.7	270	145-3200	Cla 250V	5	Tim L340	HFd	H	5.99-8.73
C-500	130	185	29000	*7715	11/22.5	12/22.5	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Spl 3152	5	Tim OT140+	HF	H	6.16-7.8
C-501	130	185	31000	*7715	11/22.5	12/22.5	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Spl 3152	5	Tim OT140+	HF	H	6.16-7.8
C-502	130	185	31000	*7785	11/22.5	12/22.5	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Spl 3152	5	Tim OT140+	HF	H	6.16-7.8
C-503	130	185	29000	*8390	11/22.5	12/22.5	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Spl 3152	5	Tim OT340	HFd	H	6.00-9.01
DF-500	99	.....	29000	*7785	10.00/20	11.00/20	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Cla 300V	5	Tim OT140+	HF	F	6.16-7.0
DF-501	99	.....	31000	*7785	10.00/20	11.00/20	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Cla 300V	5	Tim OT140+	HF	F	6.16-7.0
DF-502	99	.....	31000	*7645	10.00/20	11.00/20	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Cla 300V	5	Tim OT140+	HF	F	6.16-7.0
DF-503	99	.....	29000	*6895	10.00/20	11.00/20	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Cla 300V	5	Tim OT340	HFd	F	6.00-9.01
D-503	134	.....	29000	.....	11/22.5	11.00/22	Own OH170*	6-4x4x4	331	7.5	297	170-3400	Spl 3152	5	Tim OT340	HFd	F	6.00-9.01
(C.e.s.) DC-403	108	.....	29000	*6895	9.00/20	11/24.5	Own OA145†	6-4x4x4	331	6.73	270	145-3200	NP 540	5	Tim H140+	HF	H	6.16-7.2

MAKE AND MODEL	WHEEL-BASE		Gross Vehicle Weight for Normal Service	TIRE SIZES			D-dual rear S-single rear	ENGINE DETAILS						TRANSMISSION		REAR AXLE			
	Minimum Standard	Maximum Standard		Chassis Weight (See definition)	Standard Front and Rear	Maximum Authorized Tire Size (Dual unless noted)		Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
Reo—Cont'd																			
(Sch. Bus) C-578	170	225	31000	7790	10/22.5	11/22.5	Owv OA145	6-4 1/2 x 4 1/2	331	6.7	270	145-3200	Cla 250V	5	Tim QT140	HF	H	6.16-7.6	
(Sch. Bus) D-478	170	225	29000	8300	10/22.5	12/22.5	Owv OV207	6-3 1/2 x 4 1/2	390	7.3	354	207-3400	Spi 8352	5	Tim L140	HF	H	5.29-7.2	
(Sch. Bus) D-678	170	225	31000	8600	10/22.5	12/22.5	Owv OV207	6-3 1/2 x 4 1/2	390	7.3	354	207-3400	Spi 8352	5	Tim QT140	HF	H	5.29-7.20	
Studebaker																			
SE5	112	122	8000	2405	7.10/15.5	8.50/16.5	Owv 1E	6-3 x 4	170	8.0	133	75-3600	WG T90B	3	Spi 2211	H		4.27-4.85	
SE6	112	122	8200	2600	7.10/15.5	8.50/16.5	Owv 4E	6-3 1/2 x 4 1/2	245	7.5	196	94-3200	WG T90B	3	Spi 2211	H		3.73-4.55	
SE7	112	122	8200	2770	7.10/15.5	8.50/16.5	Owv 3E	6-3 1/2 x 4 1/2	259	7.5	225	150-3800	WG T89C	3	Spi 2211	H		3.73-4.09	
SE11	112	122	7000	2910	7.00/16.5	8/17.55	Owv 4E	6-3 1/2 x 4 1/2	245	7.5	196	94-3200	WG T90B	3	Spi 60	HF		4.10-4.88	
SE12	112	122	7000	2995	7.00/16.5	8/17.55	Owv 3E	6-3 1/2 x 4 1/2	259	7.5	225	150-3800	WG T89C	3	Spi 60	HF		4.10-4.88	
SE13	131	131	9000	3140	8/17.55	8/17.5	Owv 3E	6-3 1/2 x 4 1/2	250	7.5	225	150-3800	WG T89A	4	Tim B140	HF		4.86-5.14	
SE14	131	131	9000	3050	8/17.55	8/17.5	Owv 4E	6-3 1/2 x 4 1/2	245	7.5	196	94-3200	WG T89A	4	Tim B140	HF		5.14-5.83	
SE16	131	171	18000	3635	8/19.55	10/22.5	Owv 4E	6-3 1/2 x 4 1/2	245	7.5	196	94-3200	WG T89A	4	Tim E102	HF		5.29-6.80	
SE28	131	171	18000	3730	8/19.55	10/22.5	Owv 3E	6-3 1/2 x 4 1/2	259	7.5	225	150-3800	WG T89A	4	Tim E102	HF		5.29-6.80	
SE40	131	195	19500	4445	8.25/20	10.00/20	Owv 6E	6-3 1/2 x 5 1/2	289	7.5	280	182-3900	NP 420	4	Tim F146	HF		6.20-7.20	
SE40B	131	195	23000	4480	8.25/20	10.00/20	Owv 6E	6-3 1/2 x 5 1/2	289	7.5	280	182-3900	NP 420	4	Tim F146	HF		6.20-7.20	
Ward-La France																			
G-310-S	142	190	31000	9702	10.00/20		Con T8427	6-4 1/2 x 7 1/2	427	6.4	350	170-3000	Ful 5A43	5	Tim QT140	H	R	** -8.83	
G-340-S	142	190	34000	10400	11.00/22		Con U8501	6-4 1/2 x 8 1/2	501	6.1	412	178-2800	Ful 5A62	5	Tim R140	H	R	** -8.83	
G-400-S	142	190	40000	11460	11.00/22		Con R6602	6-4 1/2 x 9 1/2	602	6.2	484	232-2800	Ful 5A62	5	Tim U200	2H	R	** -7.20	
(D) D-310-S	142	190	31000	9702	10.00/20		Cum C-160	6-4 1/2 x 7 1/2	464	15.5	376	180-2500	Ful 5A62	5	Tim QT-140	H	R	** -8.83	
(D) D-340-S	142	190	34000	10400	11.00/22		Cum HRF6B	6-5 1/2 x 8	743	15.5	606	190-2000	Ful 5C74	5	Tim R-140	H	R	** -8.83	
(D) D-400-S	142	190	40000	11460	11.00/22		Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Ful 5W74	5	Tim U-200	2H	R	** -7.20	
Four-Wheel Drive																			
Coleman																			
D55RECP2A	135	145	80000		14.00/20S	14.00/20S	Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Alt T6062	3	Owv R17	2		** -5.91	
(D) D55RECP2C	135	145	80000		14.00/20S	14.00/20S	Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Cla 610ED	3	Owv R17	2		** -5.91	
(D) D55RECP4A	135	145	40000		14.00/20S	14.00/20S	Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Alt T6062	3	Owv 17HD	2		** -5.91	
(D) D55RECP4C	135	145	40000		14.00/20S	14.00/20S	Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Cla 610ED	3	Owv 17HD	2		** -5.91	
(D) D55RECC2A	135	145	80000		14.00/20S	14.00/20S	Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Alt T6062	3	Owv R17	2		** -5.91	
(D) D55RECC2C	135	145	80000		14.00/20S	14.00/20S	Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Cla 610ED	3	Owv R17	2		** -5.91	
(D) D55RECC4A	135	145	40000		14.00/20S	14.00/20S	Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Alt T6062	3	Owv 17HD	2		** -5.91	
(D) D55RECC4C	135	145	40000		14.00/20S	14.00/20S	Cum NH220	6-5 1/2 x 8	743	15.5	606	220-2100	Cla 610ED	3	Owv 17HD	2		** -5.91	
(D) D55CE	150	36000			12.00/20	12.00/20	Cum NH195	6-4 1/2 x 8	672	15.5	535	185-2100	Ful R63	10	Owv R17	2		** -5.91	
G55RECP2A	135	145	80000		14.00/20S	14.00/20S	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Alt T6062	3	Owv R17	2		** -5.91	
G55RECP2C	135	145	80000		14.00/20S	14.00/20S	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Cla 610ED	3	Owv R17	2		** -5.91	
G55RECP4A	135	145	40000		14.00/20S	14.00/20S	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Alt T6062	3	Owv 17HD	2		** -5.91	
G55RECP4C	135	145	40000		14.00/20S	14.00/20S	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Cla 610ED	3	Owv 17HD	2		** -5.91	
G55RECC2A	135	145	80000		14.00/20S	14.00/20S	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Alt T6062	3	Owv R17	2		** -5.91	
G55RECC2C	135	145	80000		14.00/20S	14.00/20S	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Cla 610ED	3	Owv R17	2		** -5.91	
G55RECC4A	135	145	40000		14.00/20S	14.00/20S	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Alt T6062	3	Owv 17HD	2		** -5.91	
G55RECC4C	135	145	40000		14.00/20S	14.00/20S	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Cla 610ED	3	Owv 17HD	2		** -5.91	
G55CE	150	36000			12.00/20	12.00/20	Wau 145GKB	6-5 1/2 x 8	779	6.2	590	238-2400	Ful R63	10	Owv R17	2		** -5.91	
LP57A	170	25000			11.00/20	11.00/20	Ford 534	6-4 1/2 x 11 1/2	534	7.5	482	252-3800	Ful 5352	5	Tim R140	2		** -7.40	
(D) D59CS	180	34000			11.00/20	12.00/20	Cum H6	6-4 1/2 x 11 1/2	672	16.6	512	180-1800	Ful R63	10	Tim R140	2		** -7.40	
Dodge																			
R6-W100	114	114	6000	3290	6.80/16.5	7/17.55	Owv	6-3.40x4.13	225	8.2	215	140-3900	Owv A74513	3	Spi 60	Hy	H	4.10-4.88	
R6-W100	114	114	6000	3430	6.80/16.5	7/17.55	Owv	6-3.91x3.21	318	8.3	286	200-3900	Owv A74513	3	Spi 60	Hy	H	4.10-4.88	
R6-W200	122	122	6000	3330	7/17.55	8/19.55	Owv	6-3.40x4.13	225	8.2	215	140-3900	Owv A74513	3	Spi 60	Hy	H	4.10-4.88	
R6-W200	122	122	6000	3478	7/17.55	8/19.55	Owv	6-3.91x3.21	318	8.3	286	200-3900	Owv A74513	3	Spi 60	Hy	H	4.10-4.88	
R6-W300M	126	126	9500	4600	9.00/18.5	9.00/16.5	Owv	6-3.44x4.50	251	7.1	216	125-3600	NP 420	4	Owv R65	Hy	H	** -5.53	
R6-W300	133	133	10000	4625	8/19.55	7.50/18.0	Owv	6-3.44x4.50	251	7.1	216	125-3600	NP 420	4	Spi 70	Hy	H	4.08-5.57	
R6-W300	133	133	10000	4130	8/19.55	7.50/18.0	Owv	6-3.91x3.21	318	8.3	286	202-3900	NP 420	4	Spi 70	Hy	H	4.58-6.57	
R6-W500	157	175	20000	8295	8.25/20	8.25/20	Owv	6-3.44x4.50	251	7.1	216	125-3600	NP 420	4	Tim H141	Hy	H	** -6.80	
R6-W500	157	175	20000	8345	8.25/20	8.25/20	Owv	6-3.91x3.21	318	8.3	286	202-3900	NP 420	4	Tim H141	Hy	H	** -6.80	
Duplex																			
L-5602-4	148	220	40000	*13300	11.00/20	12.00/20	Con R6602	6-4 1/2 x 9 1/2	602	6.1	485	200-2900	Ful 5C650	5	Tim 1758	2F	H	** -8.15	
(D) LC-606-4	148	220	40000	*14550	11.00/20	12.00/20	Cum HRF600	6-5 1/2 x 8	743	16.0	540	165-1800	Ful 5C650	5	Tim 1758	2F	H	** -8.15	
Fabco (e)																			
FD201B	130	172	19000	5700	7.50/20	8.25/20	Ford	6-3.5x3.1	239	7.5	215	132-4200	Ford*	10	Ford	HF	H	** -6.8	
(e) FD201B	130	172	19000	5700	7.50/20	8.25/20	Ford	6-3.5x3.1	239	7.5	215	132-4200	Ford*	10	Ford	HF	H</		

CURRENT TRUCK SPECIFICATIONS

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MAKE AND MODEL	WHEEL-BASE		Gross Vehicle Weight for Normal Service	Classical Weight (See definition)	TIRE SIZES		ENGINE DETAILS					TRANSMISSION		REAR AXLE				
					D-dual rear S-single rear		Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
	Minimum Standard	Maximum Standard			Standard Front and Rear	Maximum Authorized Tire Size (Duals unless noted)												
Four-Wheel Drive—Cont'd																		
Marmen-Herr.....	804	130 154	17000	*4864	7/22.5D	8/22.5	Ford	6-3 1/2 x 3 1/2	223	8.1	203	139-4200	War T88A	4	Tim D100	HF	H	** -5.83
	804	130 154	17000	*5089	7/22.5D	8/22.5	Ford	6-3 1/2 x 3 1/2	292	7.9	270	172-4000	War T88A	4	Tim D100	HF	H	** -5.83
	804	130 154	17000	*5089	7/22.5D	8/22.5	Ford	6-3 1/2 x 3 1/2	292	7.6	270	180-4000	War T88A	4	Tim D100	HF	H	** -5.83
	804	130 192	21000	*5339	8/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	223	8.1	203	139-4200	War T88A	4	Tim F108	HF	H	** -8.80
	804	130 192	21000	*5464	8/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	292	7.9	270	172-4000	War T88A	4	Tim F108	HF	H	** -8.80
	804	130 192	21000	*5464	8/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	292	7.6	270	180-4000	War T88A	4	Tim F108	HF	H	** -8.80
	704	132 182	22500	*6753	9/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	292	7.9	270	172-4000	War T88A	5	Ext 1614	HF	H	** -7.17
	704	132 182	22500	*6753	9/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	292	7.6	270	180-4000	War T88A	4	Ext 1614	HF	H	** -7.17
	754	132 192	24000	*7003	9/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	302	7.8	290	194-3800	Cla 250V	5	Ext 1614	HF	H	** -7.17
	804	132 192	26000	*7812	10/22.5D	11/22.5	Ford	6-3 1/2 x 3 1/2	332	7.6	312	205-3800	Cla 265V	5	Ext 1790A	HF	H	** -7.17
	864	144 192	27000	*8787	10/22.5D	11/22.5	Ford	6-4 1/2 x 3 1/2	401	7.5	345	220-3800	Spi 5652	5	Ext 1790A	HF	H	** -7.17
	C704	138 153	22500	*8070	9/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	292	7.9	270	172-4000	War T88A	4	Ext 1614	HF	H	** -7.17
	C704	135 153	22500	*8085	9/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	292	7.6	270	180-4000	War T88A	4	Ext 1614	HF	H	** -7.17
	C754	138 153	24000	*7813	9/22.5D	10/22.5	Ford	6-3 1/2 x 3 1/2	302	7.8	290	194-3800	Cla 250V	5	Ext 1614	HF	H	** -7.17
	C804	135 153	26000	*7882	10/22.5D	11/22.5	Ford	6-3 1/2 x 3 1/2	292	7.6	312	205-3800	Cla 265V	5	Ext 1790A	HF	H	** -7.17
	C854	135 153	27000	*9435	10/22.5D	11/22.5	Ford	6-4 1/2 x 3 1/2	401	7.5	345	220-3800	Spi 5652	5	Ext 1790A	HF	H	** -7.17
	954	144 192	30000	*9383	12/22.5	12/22.5	Ford	6-4 1/2 x 3 1/2	401	7.5	345	220-3800	Spi 5652	5	Ext	HF	H	** -7.17
	C964	135 153	30000	*9450	12/22.5	12/22.5	Ford	6-4 1/2 x 3 1/2	401	7.5	345	220-3800	Spi 5652	5	Ext	HF	H	** -7.17
	1004	144 192	32000	*9540	12/22.5	12/22.5	Ford	6-4 1/2 x 3 1/2	477	7.5	420	257-3400	Spi 6382	5	Ext	HF	H	** -6.17
	C1004	138 153	32000	*9925	12/22.5	12/22.5	Ford	6-4 1/2 x 3 1/2	477	7.5	420	257-3400	Spi 6382	5	Ext	HF	H	** -6.17
Oshkosh	W-216	182	23800	8913	10/22.5		Int RD408	6-4 1/2 x 5 1/2	408		332	175-3200	Own MT216	5	Own R216	SF		
	W-214	150	24000	9025	10/22.5		Con B9427	6-4 1/2 x 5 1/2	427		328	137-2600	Own MT314	5	Own R314	SF		
	W-314	150	28000	9850	10/20/20		Con T9427	6-4 1/2 x 5 1/2	427		342	170-3000	Own MT214	5	Own R214	SF		
	W-316	182	28000	9310	10/22.5		Int RD408	6-4 1/2 x 5 1/2	408		338	175-3200	Own MT316	5	Own R316	SF		
(D)	W-316-D	152	28000	9520	10/22.5		Cum JN69	6-4 1/2 x 5 1/2	401		295	130-2500	Own MT316	5	Own R316	SF		
	W-414	150	30000	10150	10/20/20		Con T9427	6-4 1/2 x 5 1/2	427		342	170-3000	Own MT414	5	Own R414	SF		
	W-416	182	30000	10060	11/22.5		Int RD408	6-4 1/2 x 5 1/2	408		337	175-3200	Own MT416	5	Own R416	SF		
(D)	W-514-D	150	30000	10060	10/20/20		Cum JT68	6-4 1/2 x 5 1/2	401		407	175-2500	Own MT314	5	Own R314	SF		
(D)	W-516-D	182	34000	12600	11/20/20		Cum JN69	6-4 1/2 x 5 1/2	401		407	175-2500	Own MT314	5	Own R314	SF		
	W-516	182	32000	10740	12/22.5		Int RD450	6-4 1/2 x 5 1/2	450		388	182-3000	Own MT316	5	Own R316	SF		
	W-516-DR	152	32000	11140	12/22.5		Int RD501	6-4 1/2 x 5 1/2	501		444	212-3000	Own MT316	5	Own R516DR	2F		
	W-514	150	32000	12200	11/20/20		Con R6513	6-4 1/2 x 5 1/2	513		427	188-2600	Own MT314	5	Own R314	SF		
	W-516	152	36000	11180	12/22.5		Int RD501	6-4 1/2 x 5 1/2	501		444	212-3000	Own MT316	5	Own R316	SF		
	W-516-DR	152	36000	11380	12/22.5		Int RD501	6-4 1/2 x 5 1/2	501		444	212-3000	Own MT316	5	Own R516DR	2F		
	W-524	150	36000	12600	11/20/20		Con R6572	6-4 1/2 x 5 1/2	572		464	210-2600	Own MT314	5	Own R314	SF		
	W-515	150	36000	12600	11/20/20		Con R6602	6-4 1/2 x 5 1/2	602		484	218-2600	Own MT316	5	Own R316	SF		
	W-525	150	36000	12600	11/20/20		Con R6602	6-4 1/2 x 5 1/2	602		484	218-2600	Own MT316	5	Own R316	SF		
(D)	W-516	150	36000	14100	12/20/20		Cum H68	6-4 1/2 x 5 1/2	672		512	180-1800	Own MT316	5	Own R316	SF		
(D)	W-526	150	36000	14300	12/20/20		Cum H68	6-4 1/2 x 5 1/2	672		512	180-1800	Own MT316	5	Own R316	SF		
(D)	W-517	150	40000	14400	12/20/20		Cum HRF68	6-5 1/2 x 5 1/2	743		580	190-2000	Own MT317	5	Own R317	SF		
(D)	W-527	150	40000	14600	12/20/20		Cum HRF68	6-5 1/2 x 5 1/2	743		580	190-2000	Own MT317	5	Own R317	SF		
(D)	W-506	160	42000	16000	13/20/20		Cum HRF68	6-5 1/2 x 5 1/2	743		580	190-2000	Own MT317	12	Own R306	2F		
(D)	W-508	160	42000	16400	13/20/20		Cum NH229	6-5 1/2 x 5 1/2	743		606	220-2100	Own MT306	12	Own R306	2F		
(D)	W-2206	160	54000	19000	13/20/24		HS 6182G1	6-5 1/2 x 7	1091		960	332-2200	Own MT2206	10	Own R2206	2F		
(D)	W-2208	160	44000	17500	13/20/20		Cum NH229	6-5 1/2 x 5 1/2	743		606	220-2100	Own MT2208	12	Own R2208	2F		
(D)	W-2209	160	54000	19500	13/20/24		Cum NHRS6B	6-5 1/2 x 8	743		865	320-2100	Own MT2209	10	Own R2209	2F		
	W-2211	160	44000	18500	13/20/24		Wau 145GZ	6-5 1/2 x 8	817		630	241-2200	Own MT2211	12	Own R2211	2F		
	W-1706-15C	160	34000	12300	12/20/20		Con R6513	6-4 1/2 x 5 1/2	513		427	188-2600	Own MT1700	10	Own R1700	SF		
	W-1706-15CR	160	34000	12300	12/20/20		Con R6513	6-4 1/2 x 5 1/2	513		427	188-2600	Own MT1700	10	Own R1700DR	2F		
	30-50	122	36000	10600	10/20/20		Int RD450	6-4 1/2 x 5 1/2	450		388	182-3000	Own MT316	5	Own R316	SF		
	45-55	122	42000	11900	11/20/24		Con T9427	6-4 1/2 x 5 1/2	427		342	169-	Own MT316	5	Own R316	SF		
(D)	45-55-JT	122	42000	12300	11/20/24		Cum JT68	6-4 1/2 x 5 1/2	401		407	175-2500	Own MT316	5	Own R316	SF		
(D)	W-2100-M	160	42000	16000	13/20/20		Cum HRF68	6-5 1/2 x 5 1/2	743		580	190-2000	Own MT2100	12	Own R2100	2F		
(D)	W-2206-M	160	62000	21000	14/20/24		HS 6182B1	6-5 1/2 x 7	1091		1070	336-2200	Own MT2206	10	Own R2206M	2F		
(D)	W-2209-M	160	62000	21500	14/20/24		Cum NHRS6B	6-5 1/2 x 8	743		865	320-2100	Own MT2209	10	Own R2209M	2F		
(D)	V-2500	160	90000	31500	16/20/25		Cum NHRS6B	6-5 1/2 x 8	743		865	320-2100	All TG602	3	Own R2500	2F		
(D)	W-2501	160	90000	31500	16/20/25		HS 6182B1	6-5 1/2 x 7	1091		1070	336-2200	All TG602	3	Own R2500	2F		
(D)	W-2600	120000	120000	18,000/25			Cum NHRS6B	6-5 1/2 x 8	743		865	320-2100	All TG602	3	Own R2500	PF		
	W-2601	120000	120000	18,000/25			HS 6182B1	6-5 1/2 x 7	1091		1070	336-2200	All TG602	3	Own R2500	PF		
Studebaker	4EBD	112 122	5400	2800	6.00/16S	6.50/16S	Own 4E	6-3 1/2 x 4 1/2	245	7.5	196	94-3200	WG T96A	4	Spi 2211	H1 1/2	H	** -4.80
	4E7D	112 122	5400	2875	7.10/15S	8.50/16S	Own 3E	6-3 1/2 x 3 1/2	259	7.5	225	150-3800	WG T96A	4	Spi 2211	H1 1/2	H	** -4.80
	4E11D	112 122	7400	2985	7.00/16S	7.50/17S	Own 4E	6-3 1/2 x 4 1/2	245	7.5	196	94-3200						

MAKE AND MODEL	WHEEL-BASE		Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES		ENGINE DETAILS				TRANSMISSION		REAR AXLE					
	Minimum Standard	Maximum Standard			Standard Front and Rear	Maximum Authorized Tire Size (Duals unless noted)	Make and Model	No. of Cylinders and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
Six-Wheelers																		
Dodge (L.f.) R8-CT700	134	212	38000	9645	8.25/20	9.00/20	Own ⁴	8-4.12x3.38	361	7.5	310	194-3600	NP 54120	5	Tim SDHD ⁴	Hy	T	** -6.80
(L.f.) R8-CT800	134	212	45000	9550	8.25/20	10.00/20	Own ⁴	8-4.12x3.38	381	7.5	335	204-3600	NP 54120	5	Eat 30DS ⁴	S	T	6.50-7.17
(L.f.) R8-CT900	134	212	53000	11090	10.00/20	11.00/20	Own ⁶	8-4.19x3.75	413	7.5	373	217-3600	Cla 301V ²¹	5	Tim SQHD	Hy	T	6.83-7.08
(D) (L.f.) R8-KCT800	134	200	48000	11600	8.25/20	10.70	Cum	8-4.43x5.00	484	14.5	406	175-2800	Cla 301V ²¹	5	Eat 30DS ⁴	S	T	4.68-6.80
(D) (L.f.) R8-KCT900	134	200	53000	12275	10.00/20	11.00/20	Cum	8-4.43x5.00	484	14.5	406	175-2800	Cla 301V ²¹	5	Tim SQHD	Hy	T	4.11-6.17
(D) (L.f.) R8-NCT800	146	200	45000	11725	8.25/20	9.00/20	Cum ⁸	8-4.88x6.00	672	14.0	504	180-2100	Spi 6452A ²³	5	Eat 30DS ⁴	S	T	4.68-6.80
(D) (L.f.) R8-NCT900	146	200	48000	12200	9.00/20	11.00/20	Cum ⁷	8-4.88x6.00	672	14.0	504	180-2100	Spi 6452A ²³	5	Tim SLHD	Hy	T	4.11-6.17
(D) (L.f.) R8-NCT1000	146	200	53000	13170	10.00/20	11.00/20	Cum ⁷	8-5.12x6.00	743	15.5	605	220-2100	Spi 6452A ²³	5	Tim SQHD	Hy	T	4.11-6.17
Duplex (D) RH10	160	206	40000	11500	10.00/20	11.00/20	Cum B6427	8-4.4x4.5	427	6.6	325	141-2600	Fu 5A43	5	Tim SLD	2F	R	8.27-
(D) L6	172	206	45000	15000	11.00/20	12.00/20	Cum HB606	8-4.5x6	672	17.0	485	150-1800	Fu 5A920	5	Tim SW456	W	L	8.6-8.18
Fabco (c) FD201B	130	Opt	30000	10500	8.25/20	9.00/20	Ford	8-3.5x3.1	229	7.5	215	132-4000	Ford*	10	Ford	HF	H	** -6.8
(c) FD201B	130	Opt	30000	10500	8.25/20	9.00/20	Ford	8-3.6x3.1	256	7.5	226	140-3000	Ford*	10	Ford	HF	H	** -6.8
(c) FD251B	130	Opt	40000	13000	8.25/20	9.00/20	Ford	8-3.8x3.5	317	7.2	286	170-3900	Ford*	10	Ford	9F	H	7.17-7.67
(c) WT	150	150	30000	10600	9.00/20	9.00/20	Ford	8-3.8x3.5	332	7.6	328	212-3600	Clark**	30	Tim F108	HF	R	** -6.80
FWD 6-368	162	211	36000	12300	8.25/20	10.00/20	Int RD450	8-4.5x5	451	6.5	380	182-3000	Int T72	5	Own 6-23	SF	T	4.7-11.5
(D) 6-364D	162	211	38000	13200	8.25/20	10.00/20	GM 4-71	4-4.5x5	284	17.0	375	150-2300	Ful 5C96	5	Own 6-23	SF	T	4.7-11.5
(D) 6-368D	164	211	38000	13980	8.25/20	10.00/20	Cum HRF60	8-5.5x6	743	15.5	580	180-2000	Ful 5C72	5	Own 6-23	SF	T	4.7-11.5
(D) 6-407	162	211	40000	12400	9.00/20	10.00/20	Int RD501	8-4.5x5.5	501	6.5	444	212-3000	Int T70	5	Own 6-23	SF	T	4.7-11.5
(D) 6-408D	184	233	40000	14250	9.00/20	10.00/20	GM 6-71	8-4.5x6	426	16.0	570	227-2250	Ful 5C72	5	Own 6-23	SF	T	4.7-11.5
(D) 6-409D	184	233	40000	15150	9.00/20	10.00/20	Cum NH220	8-5.5x6	743	15.5	607	220-2100	Ful 5C72	5	Own 6-23	SF	T	4.7-11.5
(D) 6-408	192	216	40000	16800	12.00/20	13.00/20	Wau 145GKB	8-5.5x6	776	8.2	985	240-3400	Ful 10A1120	10	Own 6-33	SF	T	5.7-8.89
(D) 6-409D	192	216	40000	16825	12.00/20	13.00/20	GM 6-71	8-5.5x6	426	16.0	570	227-2250	Ful 10A1120	10	Own 6-33	SF	T	5.7-8.89
(D) 6-409D	192	216	40000	16900	12.00/20	13.00/20	Cum NH220	8-5.5x6	743	15.5	607	220-2100	Ful 10A1120	10	Own 6-33	SF	T	5.7-8.89
(D) 6-457	182	211	45000	13550	10.00/20	11.00/20	Int RD501	8-4.5x5.5	501	6.5	444	212-3000	Int T70	5	Own 6-23	SF	T	4.7-11.5
(D) 6-456D	184	233	45000	15270	10.00/20	11.00/20	GM 6-71	8-5.5x6	426	16.0	570	227-2250	Ful 5C72	5	Own 6-23	SF	T	4.7-11.5
(D) 6-459D	184	233	45000	15350	10.00/20	11.00/20	Cum NH220	8-5.5x6	743	15.5	607	220-2100	Ful 5C72	5	Own 6-23	SF	T	4.7-11.5
(D) 6-407	182	211	48000	14000	10.00/20	11.00/20	Int RD501	8-4.5x5.5	501	6.5	444	212-3000	Int T70	5	Own 6-33AR	SF	T	4.7-11.5
(D) 6-488D	184	233	48000	15720	10.00/20	11.00/20	GM 6-71	8-5.5x6	426	16.0	570	227-2250	Ful 5C72	5	Own 6-33AR	SF	T	4.7-11.5
(D) 6-489D	184	233	48000	15900	10.00/20	11.00/20	Cum NH220	8-5.5x6	743	15.5	607	220-2100	Ful 5C72	5	Own 6-33AR	SF	T	4.7-11.5
(D) 6-407	178	233	60000	16400	12.00/20	13.00/20	Int RD501	8-4.5x5.5	501	6.5	444	212-3000	Ful 10F A65	10	Own 6-33	SF	T	5.7-8.89
(D) 6-332	160	211	33000	11400	8.25/20	9.00/20	Int BD308	8-3.8x4.5	308	6.5	286	184-3600	Int T36	5	Own 6-23L	SF	T	4.7-11.5
(D) 6-354	160	211	35000	11500	8.25/20	9.00/20	Int RD372	8-4.4x4.5	372	6.5	308	185-3200	Int T66	5	Own 6-23L	SF	T	4.7-11.5
(D) 6-355	160	211	35000	11510	8.25/20	9.00/20	Int RD406	8-4.4x4.5	406	6.5	308	175-3200	Int T66	5	Own 6-23L	SF	T	4.7-11.5
(D) 6-365D	162	211	36000	13050	8.25/20	10.00/20	Cum JT88	8-4.5x5	401	16.3	407	175-2500	Ful 5C65	5	Own 6-23	SF	T	4.7-11.5
(D) 6-467	162	211	48000	13650	10.00/20	11.00/20	Int RD501	8-4.5x5.5	501	6.5	444	212-3000	Int T70	5	Own 6-33AR	SF	T	4.7-11.5
(D) 6-466D	184	233	48000	15370	10.00/20	11.00/20	GM 6-71	8-5.5x6	426	16.0	570	227-2250	Ful 5C72	5	Own 6-33AR	SF	T	4.7-11.5
(D) 6-468D	184	233	48000	15490	10.00/20	11.00/20	Cum NH220	8-5.5x6	743	15.5	607	220-2100	Ful 5C72	5	Own 6-33AR	SF	T	4.7-11.5
(D) 6-707	166		70000	17400	11.00/20		Int RD501	8-4.5x5.5	501	6.5	444	212-3000	Int T70	5	Own 6-33AR	SF	T	4.7-11.5
Marmion-Herrington T756	156	182	37000	10298	10/22.5D	10/22.5	Ford	8-3.8x3.5	332	7.6	312	205-3800	Cla 285	5	Tim SFHD	SF	H	** -7.20
T806	156	182	43000	10838	11/22.5D	11/22.5	Ford	8-3.8x3.5	332	7.6	312	205-3800	Cla 285V	5	Tim SLHD	SF	H	** -7.20
T756A	156	182	37000	10298	10/22.5D	10/22.5	Ford	8-3.8x3.5	332	7.6	312	205-3800	Cla 285	5	Eat 28M	SF		** -7.17
T806	156	182	43000	11243	11/22.5D	11/22.5	Ford	8-3.8x3.5	401	7.5	345	220-3600	Spi 585	5	Tim SLHD	SF		** -7.20
Oakdash W-825-6X6	178		45000	17500	11.00/20		Cum R6662	8-4.5x5.5	902		484	218-2000	Own MT825	10	Tim SFD3020P	2F		
(D) W-826-6X6	178		45000	19000	11.00/20		Cum H66	8-4.5x6	672		612	180-1800	Own MT826	10	Tim SFD3020P	2F		
(D) WA-905-6X6	206		65000	23200	11.00/24		Cum HRF60	8-5.5x6	743		580	180-2000	Own MT906	12	Tim SFD4600P	2F		
(D) WA-1000	236		65000	23200	11.00/24		Cum NH220	8-5.5x6	743		606	220-2100	Own MT1000	12	Tim SFD4600P	2F		
(D) 10-34	155		52000	14700	10/22.5		Int RD501	8-4.5x5.5	501		444	212-3000	Own MT16	10	Tim SLDD	2F		
(D) 10-34-AF	167		52000	14920	10/22.5		Int RD501	8-4.5x5.5	501		444	212-3000	Own MT16	10	Tim SLDD	2F		
(D) 10-35	156		56000	15900	11/22.5		Int RD501	8-4.5x5.5	501		444	212-3000	Own MT16	10	Tim SQDD	2F		
Peterbilt (D) 351	180*	Opt	47000	13100	Opt	11.00/22	Cum NH220B ¹	8-5.5x6	743	15.5	606	220-2100	Spicer ²	12	Tim SQHD ¹	HF	L	4.44-8.80
(D) (c.o.a.) 352	180*	Opt	47000	13300	Opt	11.00/22	Cum NH220B ¹	8-5.5x6	743	15.5	606	220-2100	Spicer ²	12	Tim SQHD ¹	HF	L	4.44-8.80
(D) 371	180*	Opt	48000	14500	Opt	12.00/24	Cum NH220B ¹	8-5.5x6	743	15.5	606	220-2100	Spicer ²	12	Tim SRDD ¹	H2F	L	5.70-10.26
(D) 361	185*	Opt	55000	20700	Opt	12.00/24	Cum NH220B ¹	8-5.5x6	743	15.5	606	220-2100	Spicer ²	12	Tim SRDD ¹	H2F	L	8.06-11.56
(D) 361HD ¹	185*	Opt	63000	25000	Opt	14.00/24	Cum NH220B ¹	8-5.5x6	743	15.5	606	220-2100	Spicer ²	12	Tim SRDD ¹	H2F	L	8.06-11.56
Ree C-330	150		38000	10900	9/22.5	10/22.5	Own OA148 ¹	8-4.5x4.5	331	6.73	270	145-3200	Cla 250V	5	Eat 28M	SF	T	7.79
(D) C-332	150		37000	10180	9/22.5	10/22.5	Own OA148 ¹	8-4.5x4.5	331	6.73	270	145-3200	Cla 250V	5	Eat 28M	SF	T	7.79
(D) C-330	150		42000	10750	10/22.													

CURRENT TRUCK SPECIFICATIONS

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MAKE AND MODEL	WHEEL- BASE		Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES		ENGINE DETAILS						TRANSMISSION		REAR AXLE				
	Minimum Standard	Maximum Standard			D-dual rear S-single rear		Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High	
					Standard Front and Rear	Maximum Authorized Tire Size (Dual unless noted)													
Six-Wheelers—Cont'd																			
Ward-La Fr.	G-450-T	154	190	45000	13000	10.00/20	.....	Con T6427	6-4 $\frac{1}{2}$ x4 $\frac{1}{2}$	427	6.4	350	170-3000	Ful 5A43	5	Tim SLHD	H	L	** -7.20
.....	G-480-T	154	190	49000	13150	11.00/22	.....	Con U6501	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	501	6.1	412	178-2800	Ful 5A62	5	Tim SODD	H	L	** -6.83
.....	G-530-T	154	190	53000	13500	11.00/22	.....	Con U6501	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	501	6.1	412	178-2800	Ful 5A62	5	Tim SODD	H	L	** -6.83
.....	G-550-T	154	190	55000	14000	11.00/22	.....	Con R6602	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	602	6.2	484	232-2800	Ful 5A62	5	Tim SRDD	H	L	** -7.54
.....	G-590-T	154	190	59000	14876	11.00/22	.....	Con R6602	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	602	6.2	484	232-2800	Ful 5A62	5	Tim SRDD	H	L	** -7.54
.....	G-610-T	154	190	61000	17390	11.00/22	.....	Con S6748	6-4 $\frac{1}{2}$ x5 $\frac{1}{2}$	749	5.7	570	251-2800	Ful 5G85	5	Tim SFDD	2H	L	** -5.07
.....	G-650-T	154	190	65000	18000	11.00/22	.....	Con S6748	6-5 $\frac{1}{2}$ x5 $\frac{1}{2}$	749	5.7	570	251-2800	Ful 5G85	5	Tim SFDD	2H	L	** -5.07
(D)	D-450-T	154	190	45000	13500	10.00/20	.....	Cum C1180	6-4 $\frac{1}{2}$ x5	484	15.0	376	160-2500	Ful 5A62	5	Tim SLHD	H	L	** -7.20
(D)	D-480-T	154	190	49000	13650	11.00/22	.....	Cum HRF68	6-5 $\frac{1}{2}$ x5	743	15.5	550	190-2000	Ful 5W74	5	Tim SODD	H	L	** -6.83
(D)	D-530-T	154	190	53000	14000	11.00/22	.....	Cum HRF68	6-5 $\frac{1}{2}$ x5	743	15.5	550	190-2000	Ful 5W74	5	Tim SODD	H	L	** -6.83
(D)	D-550-T	154	190	55000	14500	11.00/22	.....	Cum NH230	6-5 $\frac{1}{2}$ x6	743	15.5	606	220-2100	Ful 5W74	5	Tim SRDD	H	L	** -7.54
(D)	D-590-T	154	190	59000	15400	11.00/22	.....	Cum NH220	6-5 $\frac{1}{2}$ x6	743	15.5	606	220-2100	Ful 5W74	5	Tim SRDD	H	L	** -7.54
(D)	D-610-T	154	190	61000	17800	11.00/22	.....	Cum NH220	6-5 $\frac{1}{2}$ x6	743	15.5	606	220-2100	Ful 5W74	5	Tim SFDD	2H	L	** -5.07
(D)	D-650-T	154	190	65000	18500	11.00/22	.....	Cum NH220	6-5 $\frac{1}{2}$ x6	743	15.5	606	220-2100	Ful 5W74	5	Tim SFDD	2H	L	** -5.07
White-Freightliner																			
(D)	WFT76841	150	240	.....	12625	11/22.5	.....	Cum NH220	6-5 $\frac{1}{2}$ x6	743	13.0	575	220-2100	Fu R66	10	TDA SOHD	WF	H	** -6.17
(D)	WFT6342T	116	150	.....	9995	11/22.5	.....	Cum NH220	6-5 $\frac{1}{2}$ x6	743	13.0	575	220-2100	SP 8041	4	TDA R330	S/D	H	4.77-6.38
(D)	WFT6364	105	231	.....	12985	11/22.5	.....	Cum NH220	6-5 $\frac{1}{2}$ x6	743	13.0	575	220-2100	SP 9041	4	TDA SQHD	WF	H	** -6.17

For references and abbreviations see page 200

These trucks go . . . SAFELY

Continued from Page 99

plains Simpson General Manager Gilbert L. Oswald. "The only time one of our trucks stops is to load, unload, refuel or go through maintenance checks. The seat often is still warm when the drivers change shifts."

In addition to these short hauls, Simpson drivers also must make longer hauls on occasion, both south and north, into Oregon, again over winding mountain roads with steep grades and sharp curves. "With such heavy traveling," Oswald emphasizes, "and the performance we demand from our trucks, maintenance and safety inspections to us are of the utmost importance."

Driver safety checks

As part of Simpson's rigid schedule, each driver carefully inspects his entire rig before starting a

daily shift. The truck is driven over a pit at the maintenance shop in Arcata, and *both the driver and a service mechanic* join forces in conducting a regular 15-min safety inspection as outlined by the ICC.

Perfection a must

This inspection is carried-out twice a day on each of the 11 trucks in use because of the use of two shifts of drivers. Thus each truck gets a minimum of 30 min of inspection each day. The trucks get another thorough inspection during their twice-a-week lubrication. A minor lube is done each Wednesday and a major one on either Saturday or Sunday.

"It's because of this rigid inspection and because our drivers have orders not to move a truck unless it's in perfect condition,"

Oswald says, "that we have been able to operate our small fleet with only one minor road failure in more than 500 trips a month."

Some other specific items in the Simpson-Redwood safety approach include . . .

- All trucks are equipped with spring-loaded brakes on rear wheels to prevent runaway in event of air-pressure failure.

- All trucks have speedograph recording tachometers in their cabs.

- A private highway-safety patrol is used to check drivers on the highway. The safety patrol observes both the good and bad, sends Simpson-Redwood about 100 reports a month on its fleet.

- An annual safety dinner is free for all drivers who complete the year without a chargeable accident. Says Oswald with a proud smile, "We usually pick-up the tab for the full team of 22 drivers."

END

Please Resume Reading Page 100

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and burnished
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to write the editors



in publications for fleets

Terms used in the highway-traffic field are clearly defined in the "Dictionary of Highway Traffic" just published by the Traffic Institute, Northwestern University, Evanston, Ill. Differences are shown between commonly-used highway terms like "junction" and "intersection," "registration" and "licensing," and "supervision," "control" and "direction." You'll want a copy of the illustrated, 300-page dictionary as a complete and accurate reference guide to words that come up in your fleet's highway operations. Price of the dictionary is \$6 a copy.

For more details on how to get your dictionary, circle 304 on reply card

Tandem truck designed specifically for weight-saving use by the construction industry is shown in a 4-page folder from White Motor Co., Cleveland, Ohio. The Model No. 4264S tandem truck is described in detail along with complete engineering data.

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For quick information about items described in this issue, circle the appropriate numbers, fill out the return address blanks below and mail

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119	139	159	179	199	219	239	259	279	299	319	339	359	379	399	419	439	459	479	499

Oct. 1960 (do not mail after Dec. 31, 1960)

NAME POSITION SERVICE NO
 NAME OF FLEET FACILITIES? YES
 ADDRESS
 No. of vehicles: Trucks Tractors Trailers Pass. Cars Other

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102	122	142	162	182	202	222	242	262	282	302	322	342	362	382	402	422	442	462	482
103	123	143	163	183	203	223	243	263	283	303	323	343	363	383	403	423	443	463	483
104	124	144	164	184	204	224	244	264	284	304	324	344	364	384	404	424	444	464	484
105	125	145	165	185	205	225	245	265	285	305	325	345	365	385	405	425	445	465	485
106	126	146	166	186	206	226	246	266	286	306	326	346	366	386	406	426	446	466	486
107	127	147	167	187	207	227	247	267	287	307	327	347	367	387	407	427	447	467	487
108	128	148	168	188	208	228	248	268	288	308	328	348	368	388	408	428	448	468	488
109	129	149	169	189	209	229	249	269	289	309	329	349	369	389	409	429	449	469	489
110	130	150	170	190	210	230	250	270	290	310	330	350	370	390	410	430	450	470	490
111	131	151	171	191	211	231	251	271	291	311	331	351	371	391	411	431	451	471	491
112	132	152	172	192	212	232	252	272	292	312	332	352	372	392	412	432	452	472	492
113	133	153	173	193	213	233	253	273	293	313	333	353	373	393	413	433	453	473	493
114	134	154	174	194	214	234	254	274	294	314	334	354	374	394	414	434	454	474	494
115	135	155	175	195	215	235	255	275	295	315	335	355	375	395	415	435	455	475	495
116	136	156	176	196	216	236	256	276	296	316	336	356	376	396	416	436	456	476	496
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in publications for fleets

It's easy to get more details about the items described.
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Low-bed trailers
for heavy-duty use are described in three circulars just made available by Rogers Bros. Corp., Albion, Pa. One features the Model THPG "Hydrau-Lift" with detachable gooseneck.

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Second gives specifications on the "Custom T" low-beds in level and drop-deck models with 15 to 40-ton capacities.

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The Model TVT, lightweight low-beds in level and drop-deck versions are the subject of the third piece of literature.

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Crawler-tractor line
featuring 100-hp diesel engines is the subject of a 32-page book just released by Eimco Corp., Salt Lake City, Utah. Bulletin No. L-1097 gives full details on the new Eimco "103" series of vehicles for construction-fleet use.

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Maintenance tools
for fleet trucks, tractors and cars, as well as construction equipment are described in a new, 32-page catalog from Owatonna Tool Co., Owatonna, Minn. Catalog No. A-9 illustrates the tools, many of which are new, in actual on-the-job applications.

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Shutters
for stationary engines and trucks increase engine efficiency and cut operating costs according to a new 4-page bulletin from Dunlap Mfg. Co., Tulsa, Okla. It explains the automatic adjustment of the shutters to give absolute control of engine temperatures.

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Safety equipment fleet manual and catalog
from Berg Mfg. and Sales Co., Chicago, is called "Safety Equipment for the Transportation Industry." There's a 78-page general information section showing the latest revised edition of the ICC safety regs including current proposed changes. Next section gives technical brake data including charts and formulas for figuring brake performance and stopping distances. Third section covers technical electrical data showing connector wiring patterns, wire sizes and loads, etc., and includes SAE Handbook reprints. Last section of the 316-page manual shows the entire line of Berg products and parts. Manual is in loose-leaf style so new changes or additional information can be added to keep it up to date.

For more details on how to get your own copy, circle 300 on reply card

What's being done with your highway-use taxes
is explained in "Highway Progress, 1959." The annual report from Bureau of Public Roads, Washington, D. C., covers the just-ended fiscal year, 1959-1960. Price is 40¢ a copy. Write to Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Ask for Catalog No. C-37.1:959.

Lube requirements for fleet trucks
are covered in the new "1960 Truck Lubrication Guide." The 112-page guide from The Chek-Chart Corp., Chicago, Ill., shows lube procedures for standard truck models, combination units, custom-built, heavy-duty and special-purpose vehicles, school buses and motor coaches. If you operate a mixed fleet, you'll find this manual especially valuable. Cost is \$15 a single copy with discounts on orders of two or more.

For details on how to order your manual, circle 316 on reply card

ICC lighting regs
still pending, subject to final approval, are summarized in a new vehicle-lighting equipment catalog now available from Do-Ray Lamp Co., Chicago. Indexed by vehicle type, the catalog breaks down the regulations according to what regulations must be met by what vehicles and what you must do to meet requirements.

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Loading-dock ramp
called "Extendo-Lip" reduces loading time up to 60 per cent, says its maker, American Dockbridge, Inc., Milwaukee, Wis. You'll find complete details on the new, flexible loading ramp in Catalog No. A-107.

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Electrical-service parts
for truck and passenger car models from 1951 through 1960 are listed in a revised catalog (No. S-40G) just issued by The Electric Autolite Co., Toledo, Ohio. It gives parts specifications for all American and Canadian-made vehicle electrical systems.

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Body hardware
for trucks and trailers is listed in a newly-released, pocket-size booklet from The Binkley Co., Warrenton, Mo. The "Binkley Hardware Handbook" is a complete, 32-page reference for ordering new and replacement hardware parts for commercial vehicles.

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